30-1944

SOLDIER IN A DINER

Afro-American Balto Md. 13-6-44

A soldier en route to camp at Waco, Texas, was refused service in a dining car in which were only thirteen people and four empty tables. Afro American -

The incident took place on the Norfolk and Western Railroad, two hours out of Blackstone, Va. Baltimore, md.

The soldier says he was seated at the table and was writing his order when the steward asked him to leave, and, shocked and embarrassed, HE LEFT. He wants to know what he should have done. 5-6-44

First, every soldier should be aware of his rights under the law. If he has a first-class ticket, he is entitled to first-class service, including meals.

Under the law, he may be required to sit in a separate section or he may be asked to accept service in his seat, but he is entitled to meal service.

If he can pay for it, he does not have to beg or crawl or kowtow. He needs to stand on his two feet and demand his rights.

Nobody is going to give him his rights just because he wants them. He must contend for them without yielding, without being shocked or embarrassed.

If he creates a scene or a disturbance, the fault is not his but attaches itself to those who seek to deprive him of what is rightfully his.

If you shout at a cur and he runs, you may feel yourself superior. But you don't shout at a bulldog. If you try it, you do not embarrass the bulldog. You embarrass yourself, because bulldogs don't run. 5-6-44

Soldiers should travel in pairs or in groups, prepared to insist in a gentlemanly way on what belongs to them.

A. Philip Randolph says, correctly: "No people with a yellow streak in their backbone ever won freedom. You will only hold and enjoy your rights if you have the stamina and the will and the guts to hold and enjoy them."

If insisting on his rights makes a soldier late getting back to camp or get a black mark on his service record, the punishment he undergoes is suffered in the cause of freedom.

Unless he will contend for freedom and citizenship at the expense of any inconvenience or punishment, even if it jeopardizes life itself, he will never earn it.

Father of Soldier Killed in Service Sues R. R. for $100,000 for Discrimination

Call — Kansas City, Mo. 10-13-44

CHICAGO.—(ANP) — A well-known Chicagoan, Edward J. McCoo, father of a 19-year-old soldier who died in the services of his country, and whose body the bereaved parent was escorting home for burial, last week entered a $100,000 suit against the Southern Pacific railroad for humiliating him and denying him services in the train's diner.

Cpl. Edward McCee, who entered the army a year ago, on his 18th birthday, had engaged in major battles in the South Pacific islands of Tinan, Sapian and Guam. He was recently stricken with pneumonia and on Sept. 13 was returned to the United States naval hospital in Oakland, Cal. Both his father and mother, Mrs. Doris Tancil, were at his bedside when death came.

Enroute home with the body, on the "Challenger" of the Southern Pacific lines, the father, who sought services in the train's diner, was thrown out by MP's when the dining car steward, F. J. Ford and the train conductor allegedly entered a conspiracy to discriminate against him. 10-13-44

McCoo refused to go to the diner "assigned to military use," as the steward ordered, on the grounds that he too was an American citizen. Although he related to Ford the sad story which prompted his trip to California, the steward seemed more hardened than ever and replied:

"I don't give a continental about that; it's immaterial to me; you'll be dead too if you don't get out of this car and stay out.... Damn it, you won't eat in here."

When McCoo, in spite of the warning, took a seat at one of the vacant tables, Ford summoned the conductor and two MP's and without asking the colored man for an explanation, ordered that he "Get up and get the hell out of here."

When Ford refused to move, the MP's were ordered to "put this man out of here" and the steward insisted that they throw him out. Finally McCoo, realizing that he was outpowered, left the diner. 10-13-44

White Man Stabs Woman in Arkansas

The Call — Kansas City, Missouri

MAGNOLIA, Ark.—Mrs. Essie Tyler of Texarkana, Ark., who was traveling on a bus from Bernice, La., to Texarkana, was stabbed in the head by a white man at the Tri-State bus station here last week.

The white man is a stove repairman in Magnolia. He cut Mrs. Tyler while she was in the custody of a police officer who arrested her following a disturbance on an interstate bus. 12-1-44

Leaned on Seat

Mrs. Tyler boarded the bus at Bernice and because of the crowd was forced to stand. Mrs. Tyler grew tired and she leaned on the arm of a seat usually occupied by Negroes but on this occasion by two white women.

One of the women asked Mrs. Tyler not to rest on her seat. Mrs. Tyler told the woman how tired she was and asked to be permitted to rest a bit. The white woman cursed her and told the driver to put the Negro off the bus. The driver stopped the bus, came to the rear of the bus and told Mrs. Tyler that she could not lean on the seat. Mrs. Tyler then stood erectly and the bus resumed the trip. 12-1-44

White Man Starts Trouble

The affair would have ended there except for the white man who out of a clear-blue sky began to curse Mrs. Tyler. "You damn n..... go up North," he said "and then you come back South and try to run over the white people." He said he was "damn tired" of it and it was time to put a stop to it. Stating that he was going to "cut her damn head off," the man went back to where Mrs. Tyler was standing and began opening his knife. Before he could get it open, Mrs. Tyler grabbed the knife and refused to return it to the man. Mrs. Tyler said that she would not give it back to him until she got off the bus because she did not want to be cut.

At the next bus stop, the bus driver at point of gun froced Mrs. Tyler to give the white man his knife. He then marched the woman up to the front of the bus and made her stand there until reaching Magnolia.

Before letting any Negro passengers off the bus, the driver sent for the police. The city marshall of Magnolia answering the call arrested Mrs. Tyler and searched all the Negro passengers and their baggage. No weapson were found. After the search, the Negro passengers getting off in Magnolia were allowed to leave the bus.

Mrs. Tyler, under arrest on a charge of disturbing the peace, got off the bus in the custody of the city marshall. In the bus terminal, the white man who had caused the disturbance on the bus walked by the marshall and stabbed Mrs. Tyler on the head. Before he could stab her a second time, the marshall had stepped between him and Mrs. Tyler. The man was not arrested but Mrs. Tyler was taken to the city hall and after much persuasion was permitted to have her head wound dressed. She was told that her fine was $15.60. Not having that amount of money with her and knowing no one in Magnolia, she asked to be permitted to contact her husband, a soldier at Shepherd Field, Texas. Through the Red Cross, she sent her husband a telegram and the money came in a short while.

The Negro citizens of Magnolia were aroused over the incident. A group of three men, Olden Alexander, Willie Kendrick and A. D. Shingleton, took Mrs. Tyler from the city hall in time for her to catch the next bus to Texarkana.

When she left, Mrs. Tyler indicated that she may file a suit against the bus company.

The city marshall said that had he known Nelson was going to stab Mrs. Tyler he would have protectd her. He did not arrest Nelson for stabbing Mrs. Tyler but said he fined him the same amount as Mrs. Tyler paid.

Three Women Jim Crowed; File Suits

N.Y., N.Y. N.Y. Amsterdam News

Charge Discrimination Against Bus and Railroad Lines; Want Twenty Grands

12-2-44

ST. LOUIS, (ANP)—Charging discrimination, three women recently filed damage suits in circuit court against bus and railroad lines. Each woman is suing for the sum of $10,000.

Two sisters, Mrs. Henrietta Haynes and Mrs. Mary Duncan, boarding a train May 19, for Houston, Miss., enroute to visit their mother, were commanded to get off the bus which they were transferred to, and give over their seats to white passengers. When they refused, policemen in Pontetoc, Miss., forced them off and they were compelled to journey the rest of the way in a hired private conveyance.

Mrs. Edgar Brown's suit had to do with a trip from Camp Sutton, N. C., where she had gone to visit her husband, a soldier. Mrs. Brown charges that she was forced to stand up on a bus for a distance of 50 miles so that a white passenger could be seated. According to Mrs. Brown the experience made her ill.

George L. Vaughn is serving as attorney for the plaintiffs.

47 Killed, 32 Hurt In Georgia Railroad Wreck

AFC—New York, N. Y. 12-12-44

WILMINGTON, N. C. — 47 persons, all Negro laborers, were killed and 32 persons were injured when several cars of westbound Atlantic Coast Line passenger train No. 57 from Waycross, Ga., to Montgomery, Ala., was derailed in a desolate, palmetto-dotted section of Southwest Georgia, Friday. A broken rail was blamed for the wreck.

Six cars were derailed—a sleeper, one coach with passengers, three unoccupied coaches, and a hospital car. None of the passengers in the sleeper were injured. Four soldiers in the hospital car were slightly injured.

Howard U. Girls May Take Jim Crow Case to High Court

Kansas City, Mo. 12-22-44

WASHINGTON. — (NNPA) —The conviction of four Howard university girls in the nearby Fairfax County circuit court last week on charges of refusing to sit in the rear section of a bus operating between Virginia and the District of Columbia may wind up in the United States Supreme court. They were fined $5 each by Judge Paul E. Brown, after they had waived a jury trial. The defendants offered no testimony during the trial.

Leon A. Ransom, legal representative of the N.A.A.C.P. and counsel for the girls, moved that the evidence of the bus driver be stricken from the record on the grounds that the state law violates Article 1, Section 8, Clause 3 of the Constitution. The motion was denied, and an appeal was noted.

The trial was the second for the girls. It was an appeal from a trial justice court conviction last June 2, when the defendants were fined $10 and costs each.

The girls were Emma D. McLemore, Edith Powell, Angela L. Jones and Marianne Musgrave.

ways bus near here, the $200 and sentenced to six in jail, Miss Barbara Lewi

war worker, has noted an through her attorney, W. guid, 901 Fifth Street, th representing the NAACP.

During the trial before Meeks in Nelson County as the jury was about to be in, the defense motioned t that the there are approximately 350 col- because col-ored persons qualified to serve. the driver and thrown off a Trail- panel be dismissed becau

Girl Kicked Off Bus, Fined $200, Gets 6 Months in Va.

Afro American—Baltimore, md. 10-21-44

LYNCHBURG, Va.—Kicked by

The motion was denied.

Jury Instructions Refused

All three instructions asked for by defense counsel pertaining to the defendant's right as a citizen were likewise refused and the Commonwealth's attorney pleaded that the all-white jury give her the maximum punishment because she was a Northerner "attempting to disrupt Virginia customs." 10-21-44

Miss Lewis, who lives at 2340 Seventh Avenue, NYC, said she boarded the bus in Washington August 20, en route to Lynchburg to visit her mother, found the bus filled by colored passengers as far as the third seat from the rear, so she seated herself on the third seat with another colored passenger.

When the driver ordered all colored passengers to move back as some white passengers got on at Levington, she refused, while her seat companion stood. The sheriff refused to arrest her, so on reaching Levington, the driver put her bodily off the bus and she fought back.

"It Happened On A Bus"

The Call, Missouri
12-1-44 Kansas City, Mo.

Crowded Busses Are Scenes Of Many Disturbing Race 'Incidents'

"Incidents" on busses are becoming more and more commonplace. A week seldom passes without a report of a racial disturbance on a local or interstate bus. Some are more serious than others. Some are amusing. Others are not worth repeating.

In too many instances, Negroes are blamed for causing whatever trouble occurs. The facts will show, however, that in most cases, the Negro is the innocent victim of someone else's hate.

This week, this newspaper's attention has been called to a more-than-usual number of "incidents" with serious implication. A factual report of them follows:

St. Louis Motorman Waves Gun While Cooler Heads of Passengers Thwart Riot

By R. C. FISHER

ST. LOUIS.—(ANP)—The alertness and wisdom of several Negro passengers, riding a Hodiamont St. car here, prevented what might have been another serious race riot in this section last Saturday afternoon, when the motorman of the car, who was apparently drunk, brandished a pistol in the faces of three Negroes aboard his car.

When the passengers entered the car at Beaumont and Washington Aves., the white motorman, Willie Wilson, started the car at such a high speed that almost threw them from their feet.

This jerking and jolting operation of the car continued and when the three persons were again nearly thrown from their balance while waiting to make their exit at 16 St., one of the three passengers was so aroused that he yelled out to the motorman, "why don't you be more careful how you run this car?"

Without warning the motorman was reported to have swung around and pointed a revolver at the passengers and gruffly shouted: "What in the hell you're going to do about it?" He was reported to have cursed and otherwise abused them, in the presence of a car load of Negro and white passengers.

After leaving the car the passengers reported their embarrassment to David Grant, attorney for the local unit of the March on Washington Movement and to Commissioner Meisner of the St. Louis Police Board. Grant and Meisner immediately contacted the Public Service St. Car company and as a result Motorman Wilson was arrested and booked to appear in Police court to answer a peace disturbance charge and has been divested of his job.

Report Howard Prexy Halts Jim Crow Fight

Defender—Chicago, Ill.

WASHINGTON — Howard university officials declined to make "any comment whatsoever" concerning reports that they had ordered the campus chapter of the NAACP to call off a vigorous campaign against a Jim Crow chain restauranteur.

Told of the information which had been collecting regarding the matter, James Nabrit, secretary of the university, failed to comment or challenge any of it but referred reporters to any of the students who choose to talk.

Two weeks ago a group of students entered the Thompson cafeteria on Pennsylvania and demanded service. They were denied and so they occupied seats until finally the management instructed that they be served as a means of breaking the impasse.

Later the students sought a statement of policy which would have ended the color bar completely. They were in the process of presiding when Dr. Mordecai Johnson, Howard president, reportedly called representatives of the campus chapter to his office and told them to either take the heat off the Thompson company or else cease using the name of the university.

The students are understood to have asked for and received a written statement of policy from President Johnson. The contents of this statement, however, have not been revealed. Leon Ransome, faculty adviser for the NAACP chapter, was out of town last week-end and could not be reached for comment.

Ruth Powell, chapter president, was unwilling to discuss the matter. She did not say so, but President Johnson is reported to have pledged them to refuse comment to newsmen.

30-1944

Death Of Jamaican At Swankey Hotel In Chicago Discloses Jim Crow Against Them In Negro Hostelry

12-16-44

CHICAGO, Ill. — The death of Michael Myers, one of a group of Jamaicans brought to this state to ease the manpower shortage, unveiled an alleged life of horror existing beneath the polished exterior of the swanky Pershing Hotel, according to O. T. Shelton, PPNS writer.

Young Michael reportedly met his death after contracting a contagious disease which was said to have resulted from sub-standard health conditions and facilities imposed upon 90 Jamaicans who were forced to live in one large room. Herded like cattle into their stuffy quarters, the men are said to bunk on army cots that crowded every inch of available space. A reeking odor emits from scattered garbage and other refuse that litter the floor, while proper ventilation is difficult because of the large number occupying the room.

Shelton charged that the men go for weeks without change of linen, and the lack of chairs, lockers and other useful furniture necessitates the piling of their clothes on the floor. They have access to a toilet with water pressure so low that only one inch of water fills the commode.

12/16/44

The cost per man for these accommodations is $3.50 per week, making a total income for the management of $1,260 a month. The men are ostracized and not allowed to communicate with the other guests. They are employed by the Union Stockyards, and upon arriving from work must go immediately to their quarters, using the side of the lobby to gain entrance.

S.C. Whites Take Jim-Crow Cars

Afro American Baltimore, Md.

COLUMBIA, S.C. — (ANP) — Colored and white passengers who arrived early to get seats on the 5:30 train from Union Station to Charleston, Wednesday, found all coaches on the Atlantic Coast Line train locked, colored passengers later being forced to ride in the baggage car. 5-6-44

A few minutes before time for the train to leave the conductor, brakeman and dispatcher opened the doors of the "white" coaches only and permitted white passengers to take seats.

Then, noting that there were more white passengers than available seats, and the doors to the jim-crow coaches still locked, trainmen ordered whites to start filling the "colored" coach.

When colored passengers asked about provisions for them, the officials went into a huddle, the conductor coming out with the announcement that they (men, women, children, soldiers, educators) would have to ride in the baggage car or wait until the next day. 5-6-44

Soldiers, U.S. Worker in Group

Long after the conductor made his announcement, however, white passengers were still being loaded into the jim-crow coach.

Among those invited to ride in the filthy baggage car without seats, although they had paid first-class fares, one of them with Pullman reservations, were:

John Lucas of Fayetteville, N.C., a U.S. Government employee with Pullman reservations; Miss Elsie M. Brooks, Scranton, S.C., teacher; Cpl. Frankie Wright of Fort Huachuca, Pvt. Willie Oliver of Camp Ellis, Ill., and Dean and Mrs. L. M. Tobin of Morris College. 5-6-44

Dean and Mrs. Tobin, accompanied to the train by Dr. C. H. Brown of Benedict College, refused to accept the humiliating offer, but many others who could not wait climbed aboard a few seconds before the train pulled out.

Girl Sits By White Passenger

Call—Kansas City, Mo. 12-15-44

Commander of Post Refuses To Aid Her

FORT OGLETHORPE, Ga. — (ANP) — Though a WAC, a member of Uncle Sam's armed forces, was fined last week and also was sentenced to 60 days in the workhouse for "violating a jim crow law," Fort Oglethorpe's commanding officer, Col. Howard Clark II, declared that he will not interfere.

"They have been warned of the state jim crow law," Clark stated. "If, in spite of these warnings they persist in violation of the law. I see no reason why I should interfere with state, county or city officials." 12-15-44

Miss Beatrice M. Jackson, the WAC, is charged with having seated herself next to a white passenger on a Ft. Oglethorpe bus Wednesday night. Though police and bus officials demanded that she move, Miss Jackson sat tight.

The next day, Judge Martin, of the city court, said the woman would be bound over to the grand jury on a charge of public profanity and placed her under a $500 bond.

Declared Col. Clark:

"The personnel of WAC detachment No. 2, station complement, Ft. Oglethorpe, including two colored officers and 96 colored enlisted women, have been carefully warned by myself and several members of my staff exactly as to their rights, privileges and prerogatives here and the conduct expected of them, especially when in Chattanooga. 12-15-44

"They have been warned of the state jim crow law and warned concerning the standards of conduct of all personnel of this post.

"If, in spite of these warnings they persist in violations of the law, I see no reason why I should interfere with state, county or city officials in their sworn duty of upholding the law."

Fine Georgia WAC In Bus Incident

Chicago, Ill. Daily World 12-8-44 Ga. Atlanta, Ga.

FT. OGLETHORPE, Ga.—(ANP) Though a WAC, a member of Uncle Sam's armed forces, was fined last week $75 and cost and sentenced to 60 days in the workhouse for "violating a jim crow law," Fort Oglethorpe's commanding officer, Col. Howard Clark II, declared that he will not interfere.

"They have been warned of the state jim crow law," Clark stated. "If, inspite of these warnings they persist in violations of the law, I see no reason why I should interfere with state, county or city officials."

OVER BUS SEAT 12-8-44

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WARNED OF LAW

"They have been warned of the state jim crow law and warned concerning the high standards of conduct demanded of all personnel of this post.

"If, in spite of these warnings they persist in violations of the law, I see no reason why I should interfere with state, county or city officials in their sworn duty of upholding the law."

Two sisters, Mrs. Henrietta Haynes and Mrs. Mary Duncan, boarding a train May 19 for Houston, Miss., enroute to visit their mother, were commanded to get off the bus which they were transferred to, and give their seats to white passengers. When they refused, policemen in Pontotoc, Miss., forced them off and they were compelled to journey the rest of the way in a hired private conveyance.

Mrs. Edgar Brown's suit had to do with a trip on January 10, from Camp Sutton, N. C., where she had gone to visit her husband, a soldier. Mrs. Brown charges that she was forced to stand up on a bus for a distance of 50 miles so that a white passenger could be seated. According to Mrs. Brown the experience made her ill.

George L. Vaughn is serving as attorney for all the plaintiffs.

Sue For $10,000 Charging Jim Crow

Atlanta, Ga. Daily World 11-23-44

ST. LOUIS, — (ANP) — Charging discrimination, three women recently filed damage suits in circuit court against bus and railroad lines. Each woman is suing for the sum of $10,000.

Serviceman Pleads For Jim Crow Rule

Amsterdam News—New York, N.Y. 9-23-44

BIRMINGHAM, Ala. (SPA)—The topic of racial segregation does not stop with the civilians of Dixie but filters through to the armed forces of the country where ever Dixie GI's are found. An Alabama newspaper carried the following open letter Sept. 12 from Sgt. Douglas Ballard, Harrison, Ind.

"After spending two years in the Army, I look forward to returning to Alabama some day, and I sincerely hope I will be returning to a state where racial segregation exists, where I am to become socially equal with his better than anyone, not even a Negro. I do consider my wife and my child superior.

"Evidently the people of the South do not realize the seriousness of the situation at hand. The recent Army directives to Army camps is a primary step to abolish white supremacy.

"While I do not contend that I am a Negro wife, his family, and with him.

"He can fight on but one front at a time. That is why it is up to you at home to do your share of fighting, so your son can return to his home exactly as he left it."

We're NOT Fighting For THIS

Nazi-Like Bus Driver Assaults Woman, Has Soldiers Jailed

Journal & Guide — Norfolk, Va.

10-7-44

AUGUSTA, Ga.—How colored service men and civilians are mistreated. both by bus drivers who "interpret" the segregation laws in their own way and by unsympathetic military police, is vividly revealed in a straightforward and unemotional first-hand account of a typical incident in the South furnished the Journal and Guide by a service man.

The account reveals:

(1)) An abuse of the Jim-Crow laws, which permit colored and white to sit together when no other seats are available.

(2) Assault and battery by the bus driver upon a middle aged colored woman wearing glasses, because she asked for her fare back when the driver refused to require a partially intoxicated white man to move from the rear to vacant seats up front.

10-7-44

ARBITRARY DRIVER

(3) Refusal by the bus driver to permit a Negro soldier to sit alone in a seat voluntarily vacated by a white soldier when the two were not permitted to sit together.

(4) The arrest and detention of eleven Negro soldiers without the issuance of warrants and the placing of formal charges; failure to notify. or permit them to notify, their military commanders; and refusal to allow them to get in touch with anyone who might give them assistance.

(5) Non-cooperation by military police in having them removed from civilian authority to military authority for action, as is customary.

10-7-44

11 AGAINST ONE—BUT

(6) Conviction of all eleven of the soldiers on the unsupported testimony of the bus driver alone, which was contradicted by the soldier-defendants.

(7) Confinement on a prison farm with hardened criminals, and being forced to take off the uniforms of their country for prison attire, of the men unable to pay their fines. Those able to pay were not given receipts.

10-7-44

ONE A WOUNDED VET

One of the men involved had served in a combat zone for 26 months, had participated in three major battles, and had sufffered wounds in action. All of them had good conduct records as soldiers. Inability to contact their company commanders prevented them from presenting character witnesses. The only bright spot in the shocking sequence of events is the action of white soldier comrades traveling on the same bus. They came to the defense of the elderly woman passenger and protested against the extra-legal seating requirements of the driver.

The whole ugly story is told in shocking detail in the eye-witness account just supplied the Guide and printed herewith in full:

THE FULL STORY

The Negro Press and your paper in particular have shown genuine interest in the training and treatment accorded the Negro in the Armed Forces. Training, as most of us have, in the southern states, under the added pressure of the social system existing, it was and is inevitable that there be friction and incidents.

10-7-44

Most of these incidents have been made public by you. We write now on one in which we became involved, as did eight other Negro soldiers who were on a crowded bus, Saturday evening, September 23, 1944.

DRIVER GETS TOUGH

Soldiers and civilians, white and Negro, boarded the Vally Coach bus in Augusta, Georgia, and took their places as assigned by southern Jim Crow laws. All was quiet and remained so until the bus arrived at Warrenville, S. C., about 12 miles from Augusta.

When the bus halted there to take on addiiional passengers the driver turned around and saw a Negro and a white soldier sitting together on a double seat. The Negro soldier had been standing by the partially occupied seat when the bus left Georgia, and would have remained standing by the empty seat if the white soldier had not very cordially insisted that he take the empty seat. The two of them had talked and ridden together for several miles before the stop at Warrenville.

The bus driver ordered the Negro soldier to move. This the Negro soldier did without hesitation and without protest. The white soldier protested and asked the bus driver his reason for making the soldier move. The driver told him that in South Carolina, white and colored could not sit together under any conditions; that he was white and the soldier was colored and that the soldier had to stand up.

10-7-44

The white soldier offered the colored soldier his seat and he himself moved. The driver still insisted that the colored soldier stand. That incident was then closed.

ATTACKS ELDERLY WOMAN

Several Negro passengers were waiting to get on the bus and did so when the driver turned his attention from the two soldiers to them. One of the passengers boarding the bus was a middle-aged woman. She paid her fare and made her way down the aisle to a seat two-thirds the way to the rear of the bus which was occupied by a middle aged white man, who seemed under the influence of intoxicants. (There is a sign in the bus which reads white passengers will seat from front to rear and colored from rear to front).

The lady turned to the driver and asked him to ask the white man to move to one of several empty seats in the front of the bus. The driver refused and told her that he ran the bus and colored people didn't have to sit, and that if she didn't like it, she didn't have to ride.

10-7-44

The Negro woman told him that she didn't have to ride his bus. The bus driver gave her back her fare and as she turned to move forward to get off, he hit her with his fist and knocked her glasses one way and her purse another.

WHITES INTERVENE

The above mentioned white soldier and a white corporal caught the bus driver and told him not to do it again. There were three or four of the Negro soldiers, after seeing what had happened, yelled out, "Don't hit her again." The bus driver told them to shut up and sensing the tenseness of the situation, reached for his money box and left the bus.

Another bus arrived on the scene and the driver of the first bus instructed the driver of this bus not to allow the Negro soldiers to board the bus. They let all other passengers on. We then came back to the original bus, sat down and asked the driver if he had notified military authority. He said that he had done so.

TAKEN TO COUNTY JAIL

About 15 minutes later eleven county sheriffs arrived on the scene and talked with the bus driver. They came on the bus and told us to move back. The Negro soldiers all moved back and the bus driver proceeded on to Aiken, South Carolina. After we had started one of the sheriffs said, "Take them to the county jail."

We arrived at the jail at 8:30 Saturday evening, were searched, and locked up under no charges and with no investigation. Two members of the military police force in Aiken stood by and made no attempt to look into the case.

When the jailer locked us up he said we would be released at 9 a.m. Sunday. When this time arrived he told us he would have to find T/Sgt. Armstrong of the military police in order to release us. T/Sgt Armstrong came at 2:45 p.m., took our names and organizations. When we asked him why we were still in confinement and by civilian authorities and whether he was going to get us out, he replied that our trial would be at 9:00 Monday morning by the Civil Court.

TWO POSTPONEMENTS

At 9:00 Monday morning we were told that the trial was postponed until 2:00 p.m. When that time arrived we were told that the trial was postponed until 6:00 Monday evening.

10-7-44

About 5:45 Monday evening, T/Sgt. Armstrong and three county sheriffs came over and got the eleven of us who were held and proceeded to the courthouse. We entered a room in which were seated the bus driver, the county manager, five county sheriffs, and a judge by the name of J. P. Wise.

The bus driver was asked to make a statement, which was typed on a warrant. In his testimony the driver stated that the woman called him a "son of—. and that these eleven Negro soldiers beat him all in the back and over the head.

The judge accepted the driver's testimony over all the Negro soldiers, who pleaded **not guilty**, and fined them as follows: 3 men $25 each or 30 days on the Aiken county farm and the other eight $15 each or 30 days on the farm.

FOUR STILL ON CHAIN GANG

Thirty minutes after the sentence only three men were able to pay their fines and they were released but were not given receipts. The remainder were taken to the farm where they were required to remove their Army clothes, put on the black and white uniform, chain placed around their ankles and thrown with seasoned criminals, many of whom were serving life sentences.

10-7-44

At this time four (4) fellow soldiers are still on the chain gang. We are familiar with the service record of most of these men which prove them to be soldiers with honor and records of good conduct, one having served in combat 26 months and participated in three great battles, in one of which he was wounded.

CONTRADICTS WAR AIM

It was later revealed that T/Sgt. Armstrong had said previous to the trial that three of the men would go to the chain gang.

Neither he nor the Provost Marshall, Major Fargo, notified any of the organizations to which the men belong about their confinement prior to the trial, nor were the men permitted the privilege of contacting any one for assitsance.

The police force of the city of Aiken indicated sympathy and that they realized the men were being held without cause.

10-7-44

The county sheriffs and military police were together in this game and incident which we consider most contradictory to the objectives for which we are fighting.

Waiters Balk When Doctors Are Molested

Amsterdam News

New York, N. Y.

Go On Strike After White Passengers Shower Abuse On Group in Dining Car

8-26-44

(Special to Amsterdam News)

ST. LOUIS, Mo.—Angered over the Jim Crow treatment accorded three prominent Houston, Texas, doctors aboard an express train en route to this city, a crew of dining car waiters went on strike suddenly last Monday night and remained off duty until the steward agreed to usher the physicians back into the dining car.

The story was told for the first time when Dr. H. E. Lee, Dr. E. B. Perry and Dr. H. B. Pemberton arrived in St. Louis for the National Medical Association's convention.

According to them, two white passengers in the dining car walked over to the table where Dr. Lee and his colleagues were seated, started abusing the Negro diners and finally turned their food over on the table.

"We didn't want to make a scene," Dr. Lee told NMA delegates at a public meeting, "so we got up and walked out."

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Two hours later, he added, a conductor walked into their compartment and suggested that they return to the dining car because waiters had refused to work until "those colored gentlemen are allowed to finish their meals in peace."

Meanwhile, more than 100 white passengers were being held up. I learned that they were all members of a union," Dr. Pemberton said. "Whatever organization it is, it appears to be strong enough to stop these white people in some of their foolishness."

30-1944

Tell of Ejection From Dining Car

Call — Kansas City, Mo.

Dr. E. B. Perry One Of Doctors Involved

8-25-44

ST. LOUIS. — The physicians who were ejected from a Missouri Pacific dining car near Palestine, Texas, last week were Dr. E. B. Perry, Dr. H. E. Lee and Dr. C. W. Pemberton, all of Houston, Texas, who were en route to the National Medical convention here.

Dr. Perry, formerly of Kansas City, Mo., is the son of Dr. J. Edward Perry, eminent surgeon of that city and president of the Lincoln university board of curators.

Dr. Lee is a surgeon, a past president of the National Medical association and at present is chief of the colored division of the Out Patient clinic of the Jefferson Davis county hospital in Houston.

8-25-44

Dr. Pemberton is senior school physician and chief of staff of the Houston Negro hospital.

When the doctors were ejected from the diner by two white passengers who objected to eating in the same car with Negroes, the dining car crew engaged in a work stoppage refusing to serve anyone unless the Negroes were served. Later, they decided to serve only military personnel.

According to Dr. Perry, he and Drs. Lee and Pemberton had gone into the vestibule of the dining car to wait for service.

Dr. Perry was signalled by a waiter that he had a table whereupon it was stated that seats were desired for four people.

Seated by Waiter

The request was granted by the waiter who seated the three physicians and took their order.

Dr. Perry got up to return to his stateroom to get his son to bring him back to the dining car. On passing a few whites in front of the car one man said: "Stop passing, you are in Texas. Get the H——out of here."

No word was exchanged with the two challengers who were members of a group of defense workers in an adjoining tourist car enroute to a defense job somewhere above St. Louis.

The two however began to agitate and attempted to intimidate the three Texas physicians in the diner by raising their voices and shouting:

8-25-44

"We are not going to have this below the Mason-Dixon line. Among other things because we don't go to school with colored people."

Some white guest in the car referred him to the stewart as the proper official for his information.

Consults Steward

The agitator consulted the steward who stated aloud and without hesitating:

"These are first class passengers."

The second agitator then walked over to the table where Drs. Lee and Pemberton had begun their first course and said with a loud and boisterous voice; his face showing of red and with a very prominent black eye:

"Git up and git out of here," backing his words with help from his fellow agitator, with force, bodily ejecting the two physicians from the diner.

Immediately the crew of waiters staged a strike, stating that they would not serve another passenger until the Negroes were returned to the diner and served.

After an hour's conference it was decided that the crew would serve only members of the armed forces.

8-25-44

Apologize To Doctors

The crew and the steward went in a body to the stateroom occupied by the physicians and apologized for the incident in no uncertain words, the steward insisting that they return to the diner to be served pledging them all courtesies and safety.

Several of the guests both in the Pullmans and in the diner gave verbal and written expressions deploring the incident in this time of global war. Some went so far as to say "This is the only way that we can learn to live together."

Further trouble was expected and railroad men wired ahead to Palestine and a group of policemen met the train but contrary to their expectations no further trouble was caused.

The train on which the incident occured is the Sunshine Special which conducts daily travel between Houston and St. Louis.

W. A. Gall, dining car superintendent for the road, with headquarters in Houston, is said to be investigating the incident.

It is not an unusual incident for Negroes to be served on dining cars operating in Texas.

Jim Crow Enforced With Pistol Shots

Journal + Guide 8-26-44

Norfolk, Va.,

AUGUSTA, Ga.—(ANP)—When two soldiers, one white and the other colored, objected to the segregation laws here on busses last week, they had to run for their lives when John T. Rachels, the bus driver, drew his gun and fired three shots at them. They escaped but Rachels was charged with shooting firearms within the city limits and possessing a deadly weapon.

The two, according to a police report, were sitting together on the bus in violation of jim crow laws when the driver demanded that the Negro soldier sit in the jim crow section, reserved for Negroes. The colored soldier is said to have refused to move, and the white soldier also objected to the Negro soldier moving. An argument between the bus driver and the two soldiers followed. He drew his gun and the soldiers fled the bus.

8-24-44

Military police are reported to have arrested three other soldiers who were riding on the bus at the time of the shooting.

"Jim Crow" Tests Before State Court

Journal + Guide

Norfolk, Va.

RICHMOND—The Virginia Supreme Court of Appeals will hear its second test of the state "jim crow" law in recent weeks. On Wednesday the high tribunal granted a petition for review of a case from Alexandria, involving the right of a Negro to occupy a seat in a bus reserved for white passengers.

5-6-44

Earlier the court heard arguments on an appeal from Norfolk in a case in which Mrs. Sarah B. Davis, Norfolk school teacher, was accused of violating the state segregation law providing for separation of races in public conveyances. No opinion has been handed down by the court.

ALEXANDRIA CASE

Miss Hortense Randolph, war worker, figured in the Alexandria incident. Following a dispute with a driver of a public bus, she was charged with disorderly conduct and later dismissed in court. Suit was entered for $2,500 damages against the transit firm, which suit was dismissed. Appeal was noted in a petition to the Supreme Court for a writ of error, which was granted Wednesday.

In the Norfolk case, Mrs. Davis was fined for disorderly conduct, which verdict of the police court was sustained in Norfolk's Corporation Court. Appeal was made to the Supreme Court.

Va. Supreme Court To Review Jim Crow Case

Defender - Chicago, Ill.

5-6-44

RICHMOND, Va. — (ANP) — The state supreme court Thursday agreed to review the case of Miss Hortense Randolph which involved jim crow practices on public buses, and granted an appeal from the decision by an Alexandria jury finding for the defendant in her suit against the A. B. and W. Transit company.

Also the court recently heard argument in the case of Sarah B. Davis against the commonwealth and involved an appeal taken by a Negro woman from a conviction in Norfolk on a charge of failure to comply with jim crow laws on a Vepco bus.

Better Judgment Prevails In Hampton

Journal + Guide—Norfolk, Va.

6-3-44

BETTER judgment has prevailed in the historic city of Hampton, Virginia, and a proposed city ordinance that would have intensified the racial problem there on street cars has been shelved by the City Council. A delegation of forthright colored citizens spoke against the measure at the council's meeting on Friday, expressing in substance the same objections to the ordinance that were set forth in the Journal and Guide's editorial of a few weeks ago, after the measure was passed on first reading, and the members of Hampton's City Council wisely decided to redraft the ordinance.

As originally drafted and voted upon favorably on first reading, the ordinance would have made it mandatory that all street cars operating in and through Hampton have a two-man crew, with responsibility upon the motorman to see that passengers of both races enter by the rear door but that Negroes exit by the rear door only and white passengers by the front door only.

6-3-44

The first objection to the measure, with the manpower shortage, was the requirement of a two-man crew on all cars, whereas a combination motorman-conductor operates at least most of the cars now, if not all of them.

Other reasons were reviewed in our earlier editorial, and those and supplementary objections were voiced by opponents of the ordinance at Hampton's Council meeting on Friday. The proposed change was never necessary, would solve no problems—but would, instead, intensify problems—and was just another instance of the tendency to humiliate and harass the Negro with segregation laws that only he is required to observe.

The responsiveness of members of Hampton's Council to the sound objections voiced against their preliminary action is gratifying. The revised ordinance, verbally approved, will provide that both races leve Hampton street cars by the exit nearest to them. That is sound and logical. Most of the frictions so frequently evident now on public carriers result from the pushing and shoving necessary to abide by the letter of segregation regulations, the observance of which is neither in the public interest nor conducive to the public convenience.

6-3-44

It is to the credit of Hampton's Negro leaders that they saw the danger to interracial peace in the proposed ordinance and frankly pointed them out; and those white citizens supporting their stand are also to be commended, along with the councilmen who were wise enough to abandon a step when its pitfalls were pointed out.

Numerous far-sighted leaders among the majority group in the state, an increasing number of public officials, and at least one daily newspaper have admitted the lack of usefulness or reason in the segregation laws as they apply to all public carriers in the state. They favor an end to them because they are unenforceable in these times, if for no other reason. The Richmond Times-Dispatch was the first daily newspaper to take that position.

6-3-44

While it declined to "discuss the broad subject of discrimination," the Newport News Daily Press did call the proposed ordinance in Hampton "illogical and outmoded" and said that it did "not gain for the white race any advantage or further any principle that is sufficiently important to justify the harm that is done to interracial relations."

If enough of this brand of common sense prevails, there is a foreseeable end to these "irritants of the first order," as the Newport News daily describes them.

Joe Louis and Ray Robinson Protest Alabama Jim Crow

Bystander — Des Moines, Iowa

4-6-44

New York (ANP)—A denial to the report that S-Sgt. Joe Louis Barrow, world's heavyweight boxing chamupion, and Sgt. Ray (Sugar) Robinson, uncrowned welterweight champion, members of the army's morale boxing team, were placed in the guardhouse by a white MP at Camp Sibert, Ala., last week for protesting camp jim crow rules was issued Saturday by Lt. John F. Carroll, post press relations officer.

"I'll bet Louis couldn't even find the stockade there," Carrol said. Carroll admitted that Louis and Robinson were apparently mollified by the jim crow practices on army territory and said they were escorted back to the bus station by MP's.

4-6-44

Separate Busses

The story involving S-Sgt. Joe Louis and Ray (Sugar) Robinson broke when both tried to get bus transportation from the camp to Birmingham after filling an engagement there. According to reports, they discovered that in conformity to local race traditions colored soldiers are assigned to one of three busses; that the bus depot, located on army territory, is divided into "white" and "colored sections." When Ray and Joe grew weary of waiting for a bus, they decided to make their journey back to Birmingham in a taxicab.

While the army had sought to conform to local practices regarding the separation of the races, Joe and Ray found that the bus depot had only one telephone and it had been placed in the "white" section. Joe is reported to have walked over to the white section with Ray, called for a taxicab, then both sat down to talk and wait in the vacant waiting room. A white lieutenant of MP's walked in and ordered them out. Both Joe and Ray asked why, "Do you know what color you are?" the MP officer is reported to have asked.

4-6-44

Joe Makes Protest

Joe is said to have protested vigorously, pointing out tnat he had religiously respected jim crow laws in southern cities and towns but did not have to stand for jim crow on army territory. Both fighters are reported to have been very angry. At this point the MP is said to have asked both to come with him to the guardhouse. Captain Walter Buck, post provost marshal, is said to have visited them a short time later and explained that the jim crow signs in the post bus depot were ordered by the post commander, a charge which was flatly denied by the post commander.

4-6-44

Lieutenant Carroll's version of the incident is that when the MU's approached Joe and Ray and asked them to leave, they demanded to be taken to see the commanding officer. The MP's complied, he said, and Capt. Walter Buck informed them that jim crow rules were in effect only to conform with state rules. The camp takes the responsibility of "sorting" passengers at the depot rather than have them reshuffled on the bus after it leaves camp, Carroll said, in explaining further jim crow practices on army territory.

23 Get $35 Each For Bus Insults

Star—Kansas City, Mo.

6-16-44

NEW ORLEANS.—(ANP)—Twenty-three victims of the ill-fated Galvez bus tho on Sept. 26, 1943, were hauled into recorder's court and each fined $15 for disturbing the peace, were awarded individual judgments of $35 for false arrest by Judge Rene A. Viesca, in civil district court on Monday.

Represented by Attys. A. P. Tureaud and Joseph A. Thornton, the case of the 23 plaintiffs was heard on May 1. The judgment, however, was restricted to false arrest, as Judge Viesca stated in open court that he could not consider the charge of malicious prosecution against the New Orleans Public service and Joseph Poleto because the passengers on the bus, ignorant of their rights, permitted themselves to be fined and took no appeal from the conviction of disturbing the peace.

6-16-44

He stated further if it were not for this fact, the parties arrested would have been able to prove more damages, but since they paid their fines and took no appeal, there was nothing he could do but follow the jurisprudence of the state of Louisiana. The judgment, nevertheless was hailed as a victory for the principle of civil liberty for the Negro in Louisiana.

War Announced On James Crow

Amsterdam News
New York, N. Y.

MEMPHIS (ANP)—Organization of a "resistance committee" empowered to speak out against "discrimination by the city, county and state in professional education and hospitalization for Negroes," was announced here Wednesday following a call meeting of the executive committee of the Bluff City Medical society, composed of the majority of the city's Negro physicians and surgeons.

Drs. M. V. Lynk, W. H. Luster and V. V. Byas were appointed to a committee whose duties is to write letters to the government, to the chairman of the county commission, Mayor Chandler and others, and to solicit the aid of Dr. William Howe, chairman of the local interracial commission . . . and to perform any other activities that might be in keeping with the duties of the committee.

9-30-44

Dr. E. M. Wilkins is chairman of the executive committee. Other members are Drs. W. T. Prater, W. S. Martin, F. B. McCleaves and W. O. Speight.

Jim Crow Theatre Gallery Emptied

Amsterdam News
New York, N. Y.

MEMPHIS, (ANP)—Angered because small boys persisted in throwing peanut hulls, small rocks and light bulbs down on theheads of white persons, the management of Malco theatre here Sunday ordered the Negro gallery emptied.

9-30-4

Negro patrons were lined up and their admission price returned. A long list of would-be patrons waiting at the ticket office to get in were denied admission and the office closed.

$100,000 Suit Filed Against Diner Official

Daily World—Atlanta Ga.

Was Taking Body Of Soldier Son Home For Burial

10-8-44

CHICAGO, — (ANP) — A well-known Chicagoan, Edward J. McCoo, father of a 19-year-old soldier, who died in the services of his country, and whose body the bereaved parent was escorting home for burial last week entered a $100,000 suit against the Southern Pacific railroad for humiliating him and denying him services in the train's diner.

Cpl. Edward McCoo, who entered the Army a year ago on his 18th birthday, had engaged in major battles in the South Pacific Islands of Tinan, Saipan and Guam. He was recently stricken with pneumonia and on September 13 was returned to the United States Naval hospital in Oakland, California. His father and mother, Mrs. Doris Tancil, were at his bedside when death came.

10-8-44

THROWN OUT

Enroute home with the body, on the 'Challenger" of the Southern Pacific lines, the father, who sought services in the train's diner, was thrown out by MP's when the dining car steward, F. J. Ford; and the train conductor allegedly entered a conspiracy to discriminate against him.

McCoo refused to go to the diner "assigned to military use," as the steward ordered, on the grounds that he too was an American citizen and although he related to Ford the sad story which prompted his trip to California, the steward seemed more hardened than ever and replied:

10-8-44

"I don't give a continental about that; it's immaterial to me; you'll be dead too if you don't get out of this car and stay out . . . D--n it, you won't eat in here."

10-8-44

SUMMONS CONDUCTOR

When McCoo, in spite of the warning took a seat at one of the vacant table, Ford summoned the conductor and two MP's and without asking the colored man for an explanation, ordered that he "Get up and get the h--l out of here."

When Ford refused to move, the MP's were ordered to "put this man out of here; and the steward insisted that they throw him out. Finally McCoo, realizing that he was outpowered, left the diner.

After respectable services at the Jackson Funeral Homes for his son, who gave his life for his country, McCoo busied himself and exposed the story in letters to the secretaries of War and Navy; President Roosevelt and Truman Gibson, Jr., civilian aide to the secretary of war.

10-8-44

In a letter to T. W. Anderson, secretary-treasurer of the Dining Car Cooks and Waiters Union, Local 456, McCoo favorably commented on the stand taken by eight of the trains' diner waiters who with the chef, staged a "sit down" demonstration and refused to serve other passengers, in protest of the discriminatory act. The men were later fired by company officials when Ford reported their "insubordination."

Fill Jim Crow Coach With Whites; Put Negroes In Train Baggage Car

Courier—Pittsburgh, Pa.

5-6-44

COLUMBIA, S. C.—(ANP)—The morale-shattering evils and injustices of segregation were seen and felt in full force at the Union Station here Wednesday. All of the coaches were found locked when the foresighted passengers, Negro and white, descended to get seats on the Atlantic Coast Line train which leaves Columbia for Charleston at 5:30 o'clock. But a few minutes before time for the train to leave, the conductor, brakeman and dispatcher opened the doors of the white passengers, seeing that time for car if they wanted to take coaches only, and permitted thethe train's departure was rapidly approaching, asked the conductorwould have to wait until the next white passengers to take seats.

Noting that there were morecar a coach would be provided for-day. white passengers than there werethem. The officials then went into a huddle and after conversing in Long after the seats available for them and stillafter this announcement, keeping the door of the Colored low tones for a while, the conduc-however, white persons were still coach locked, the officials instruct-tor announced to the nervous col-

5-6-44

ENCROACH ON NEGROES

Among the numercus Negro passengers invited to ride in the filthy baggage car without seats, although they paid first-class fares, were Dean and Mrs. L. M. Tobin of Morris college; John Lucas of Fayetteville, N. C., a Government employee with Pullman reservations; Miss Elsie M. Brooks, a school teacher of Scranton, S. C.; Cpl. Frankie Wright of Fort Huachuca, and Pvt. Willie Oliver of Camp Ellis, Ill.

Dean and Mrs. Tobin, accompanied to the train by Dr. C. H. Brown, dean of theology, Benedict college, refused to accept the humiliating offer, but others who could not wait, climbed aboard a few seconds before the loaded train pulled off.

30-1944

K.C. SOUTHERN R.R. HEAD DENIES JIM CROW POLICY ON DINERS

Plaindealer — Kansas City, Kan.
9-1-44

W. N. Deramus, president of the Kansas City Southern Railway Co. and the Louisiana and Arkansas Railway Co. condemns the efforts to establish practice by subordinates on the line to forbid colored passengers being served in dining cars. This was made clear in a letter which the President wrote Bishop J. Arthur Hamlett of the Colored Methodist Church in reply to inquiries made by the Bishop growing out of an unpleasant experience he had recently while enroute from Kansas City to Shreveport, Louisiana. According to reports Bishop Hamlett missed his train in Kansas City on which he had reservations and had to take a later train in the day coach for Shreveport. Next morning after waiting for call to breakfast a waiter finally came through the car about nine thirty on his way to the toilet. When the Bishop inquired about breakfast he was told that it was too late. When he asked why the call had not been made the waiter replied that it was against the rules to make calls for meals in the colored coaches. "Whose rules and since when were they made?" the Bishop wanted to know. "You heard what I said," replied the waiter and he rushed on back to the diner. Soon the Bishop was back there in the diner too, and seated at the table ready to be served. The steward inquired of the Bishop what he wanted, to which he replied, "Breakfast, of course." The steward said, "We can't serve you in here." "Why?" The steward shot back "Because the rules forbid it in these southern states." The Bishop very politely informed him that he traveled all over the country including the southern states and he seldom had any trouble at all being served in the diner. But he was told that he would not be served. The Bishop said no more and began to read a paper. The steward somewhat perturbed repeated, "We can't serve you and you will have to get out," to which the Bishop said, "I purpose to remain right in here until I am served," and continued his reading. When one of the waiters started to serve him the steward ordered him to wait until he could see further. He went for the train conductor and they both returned accompanied by a military policeman. The conductor very courteously informed the Bishop that he could not be served giving the same reasons that had been offered by the steward, but Bishop Hamlett insisted on being served. The conductor then suggested that his breakfast could be served in the day coach to which the Bishop replied, "I prefer to be served in the diner where first class passengers are supposed to be served if they desire." After a brief pause the signal was given and the Bishop was served and had courteous treatment thereafter. When Bishop Hamlett returned home he reported the matter to President Deramus and asked to be advised about the rules. Mr. Deramus said in reply, "We do not have any instructions in effect forbidding the serving of colored passengers in dining cars. We do our best to prevent embarrassing situations and am glad you are cooperating to that end."

9-1-44

Not Ashamed Of RR Order

People's Voice 10-21-44
New York, N. Y.

Following PV's expose of the jimcro policies of the Pennsylvania Railroad last week, George Halloran, the railroad's NY publicity Ji-

10-21-44

rector, who granted reporters an interview Monday but who was very firm in his desire not to be quoted, said, in effect that the matter was not anything the railroad was trying to hide, or of which it is ashamed.

The "special cars" on the Meteor, the Champion, the Southerner, and on other trains going South are set up as a special convenience to Negro passengers so that they will not have to bother to change places in Washington. Colored persons riding the trains have the same facilities and the same equipment in the special cars as the white people do, he explained.

10-21-44

Negroes are sold tickets as far as Washington, he said, and below there, other railroads run the trains. In many states below Washington, he added, there is a law against colored people riding in the same car with whites and the railroads have to obey the laws.

F. A. Loeffle, the general passenger agent who wrote the memo reproduced in last week's *PV* addressed to the ticket agents for their "guidance in connection with the sale of space in reserved coach trains to the South," explained that he couldn't give out a statement. "You know how railroads are," he said, "it would have to come from Halloran in the publicity department." "But," he added, "there are a lot of things I don't like about this. We're very much misunderstood."

From Philadelphia, Arthur Fauset, editor of *PV*'s Philadelphia edition, reports that Martin W. Clement, the president of the railroad, couldn't be reached for a statement last Saturday. Neither could C. H. Matthews, the railroad's traffic manager.

10-21-44

One official, however, describing himself as a "spokesman for the traffic department," said: "There is no discrimination at all in pullman service except in going South. Agents attempt to sell Negroes compartments to keep them out of sight. If there is no room, they will sell a Negro a berth."

This latter spokesman said further that the company had received many letters of protest from "people in Harlem" and that they plan to answer them.

RAIL ROAD WORKERS IN TRADEGY ON WAY HOME

Plaindealer — Kansas City, Kan.
8-11-44

Valdosta, Ga. — Jammed into crowded Jim Crow cars, at least 45 Negro railroad laborers homeward bound for the week-end were killed and 33 others injured Friday near midnight in an Atlantic Coast Line train wreck.

A broken rail sent the fast passenger train carrying the Negro workers hurtling into a freight train on a siding near Stockton, 20 miles from here, and brought instant death to the 45 Negroes.

They were employed by a railroad company in bridge work, track repair and maintenance work near Doctortown, Ga., and vicinity. They were enroute to their homes in southern Alabama and southwest Georgia for the week-end.

The freight, headed east, was on a siding to permit the passenger train to pass. Most of the passenger train had cleared the siding when a rail broke and the car in which the Negroes were riding was thrown head-on into the engine of the freight. The impact was so terrific that the car was sliced in half length-wise. Its occupants never had a chance. The crew of the freight was not hurt.

Indescribable Horror

At the scene, shortly after the crash, bodies were strewn in all directions. Some had legs or arms severed, some heads were cut off, and other bodies were cut in two. It was a scene of indescribable horror. The injured were too dazed to make much of an outcry.

The injured were dispatched to hospitals in Valdosta and Waycross and the bodies removed from the wreckage as rapidly as possible. Identification was difficult, and 36 hours later not all of the names were available.

8-11-44

Officials of the railroad company for whom the Negroes worked said that it would not be possible to identify all of the dead until the payroll were checked and the missing accounted for.

Attached to the car was an army hospital car assigned to Finney General hospital in Thomasville, Ga. This car was derailed, but none of the occupants, wounded soldiers from overseas, were injured.

In another car, bodies of the Negro workers were thrown together and "stacked like cordwood," according to Capt. Valentine Bay, provost marshal of the nearby Moody Army Air Field, who directed operations of military police at the scene.

It required four hours, Bay said, to extricate one of the men.

"But when we cut our way to him, he was able to walk away from the wreckage—the only walking wounded taken from that car," Bay said.

8-11-44

The derailment occurred in a desolate, palmetto-dotted section of southwest Georgia that was almost inaccessible to rescue parties. The train was enroute from Savannah to Montgomery, Ala.

The Negro laborers, all employed by the railroad, occupied a coach belonging to another railroad but under lease to A. C. L., Sibley reported.

Traffic was rerouted thru Albany, Ga., until the track could be cleared.

Rescue work at first was hampered by lack of lighting facilities at the scene but army trucks from Moody field at Valdosta arrived early in the morning and flooded the surrounding terrain with light from their high power searchlights.

One Negro who was cut from the wreckage, walked to the highway a few feet away, asked for a cigarette, lit it, then dropped dead.

Hampton Drops Proposed Jim-Crow Car Ordinance

Journal + Guide — Norfolk, Va.
6-17-44

HAMPTON—The special committee named to redraft the proposed street car and bus ordinances for the city of Hampton recommended to the city council last Thursday that two-man street cars be operated, and that passengers enter and leave by both the front and rear doors.

The ordinance is being prepared for presentation to the next council meeting. Members of the committee making the recommendations were Councilman H. S. East, City Manager J. B. Sinclair Jr., and City Attorney H. Clark Thompson.

The recommendation was that "an ordinance be passed by

requiring the Virginia Electric and Power Company to provide two-man street car service between a convenient point to be designated near the city.

The committee said it conferred with transportation officials as pas-sengers enter, and the conductor when it was originally proposed the matter charged with that Negroes leave by the rear ng order on poor only.

6-17-44

ORDER IN REAR

"Passengers to enter and leave cials at length on the rear doors, which brought vigorous and both the motorman on the

Clarification Of Treatment On Southern Buses Sought

Courier — Pittsburgh, Pa.
4-22-44

ASHEVILLE, N. C.—Local citizens through the local branch of the NAACP seek clarification as to the manner in which Negroes are to be treated on public conveyances following an incident last week in which ten persons walked off a bus after being insulted by a bus driver.

Protests has been lodged with Joe E. Wright, president of the Smoky Mountain Coach company after the incident had been reported to the NAACP and Thurgood Marshall, counsel for the national office of the organization has been consulted as to the proper action to be taken.

ALL ON BACK SEAT

According to the persons involved, the driver of the bus attempted to force the ten colored passengers to ride on the back seat of the bus in spite of the fact that there were two sets of additional two-passenger seats in the back of the bus. The passengers felt that this was not violation of the State segregation law, but the bus driver insisted that they all seat themselves on the rear seat which comfortably holds no more than six persons.

Incensed at the fact that some of the passengers refused to crowd themselves on the back seat as he had ordered, the driver called five policemen who entered the bus with drawn nightsticks and blackjacks. When he urged them to arrest "two of these damned people," all ten colored passengers left the bus. 4-22-44

Among the group were Mrs. Hazel Erwin, Mr. and Mrs. Charles Whitmire, Arthur Helner, Jr., Mr. and Mrs. Larry Harris, Cornelius Hunt, Mr. and Mrs. Rockefeller Kilgore, William Brooks and Elliot Benjamin.

Negro Soldiers Can't Ride In Jimcro Coach; Stranded

People's Voice — New York, N. Y.
5-13-44

BIRMINGHAM, Ala.—While white soldiers and civilians boarded the train at will, and the "jimcro" car of the Kansas City-Florida Special No. 105 was filled with white passengers, Negro soldiers were left stranded here recently, refused accommodations by white trainmen. Almost 50 servicemen, enroute to camps in Florida, North Carolina and Georgia were aboard the Frisco's Special 105 and all held tickets entitling them to board the Southern's No. 8 which makes connection with 105 for points east.

Many of the men barely had enough time to make it back to their various camps, but they were given no consideration whatsoever by conductors and M.P.'s. All whites, civilians and soldiers, were accomodated. 5-13-44

The only train the Negro boys could take after that was one scheduled for some eight hours later.

"There he got a mob of white men and brought them on the train; then he told me to get up and get my luggage and get off that train. When I got up to get my luggage, one of the men struck me and broke my glasses."

Then, declared the minister, another of the men struck him across the head with a pistol and then locked him up after he had been dragged off the train.

Later he was taken to Canton, Texas, where he was jailed and fined $17.50 on charges of being drunk, disorderly and disturbing the peace.

Cleric, Ejected from Train in Texas, to Sue Railroad

Afro-American Baltimore, Md.
10-1

WASHINGTON

Beaten, arrested and fined for refusing to give up his seat in a jim-crow coach, the Rev. Henry A. Williams of 1617 V Street, Northwest, told the AFRO this week of his plans to sue the railroad and the Texas county and town involved.

According to the Rev. Mr. Williams, he purchased a ticket at Washington, which entitled him to travel to Dallas, Texas, and return.

On the return trip, he stated, the jim-crow coach on the Missouri Pacific train was crowded except for two seats which were not occupied, although numbers of persons were sitting on the arms of other seats and in the aisles.

The Rev. Mr. Williams said that he sat in one of the seats, although the one opposite bore a sign, "conductors' seat, keep out." He then continued:

Ordered Out of Seat

"After I had occupied the seat for thirty or forty minutes, the conductor came and told me to get up.

"I told him that I was not going to argue and that I would get off the train if he wanted me to, but that I would not stand, being a paid passenger, while he occupied two seats.

"He said that he would see that I was made to get up and left. He did not tell me to get off until the train reached Grand Saline, Texas, where colored people are not allowed.

Whites Board Train

station to ask his superior officer what should be done.

He was informed that this was a civil matter beyond the control of the police department. After taking the officers number and all other evidence necessary Mr. Edwards secured the services of Attorney Raphael Yarden.

The attorney immediately filed action against the Coney Island Cafe for violation of the Civil Rights Act.

Valaida Snow Sues Jim Crow Illinois Cafe

Amsterdam News
10-21-44

ROCKFORD, Ill.—Valaida Snow, world famous singing star, and her husband and personal manager, Earle Edwards, filed suits against the Coney Island Cafe of this city for violation of the Civil Rights Act.

Miss Snow states that on September 22nd while appearing at one of the local theatres here, she entered the above named cafe accompained by her husband.

After sitting a few minutes the waiter, a youth about 17 years of age appeared and began to take their order. The manager's wife, an elderly Greek woman approached the waiter and informed him it was against the policy of the cafe to serve Negroes. Mr. Edwards asked her if she was acquainted with the state law of Illinois. She replied they could be served providing they ate in the kitchen.

Mr. and Mrs. Edwards left the cafe and reported the incident to a nearby policeman who called his

No J C Bus Order

Afro American Baltimore, Md.
6-10-44

WASHINGTON

Reports carried in a national weekly to the effect that an official order had been issued by Gen. Brehon Somervell abolishing jim crow buses in army camps, was emphatically denied by Truman K. Gibson, aide to the Secretary of War, Thursday.

While declaring that he wished such an order had been issued, Mr. Gibson stated that at the time the alleged directive is said to have been sent out by General Somervell, who is commander of army service forces, the general was not even in Washington.

Mr. Gibson also emphatically denied a report that the first knowledge he had of the existence of jim crow buses in Southern camps was brought to his attention recently by a white newspaperman. 6-10-44

No Basis in Fact

This story allegedly originated in a Philadelphia daily and has no basis, in fact, Mr. Gibson declared. To the contrary, Mr. Gibson stated that he had been working in close conjunction with the colored press in trying to alleviate this evil and as a result additional buses have been placed in many Southern camps to help accommodate our boys. 6-10-44

Washington correspondents for weekly papers were incensed both at the slur on their diligence and the attack on Mr. Gibson's knowledge of conditions in Southern camps.

The daily paper's story quoted Mr. Gibson as saying that the alleged directive was, "notice to all troop commanders that ignorant, prejudiced bus drivers can no longer insult colored troops, and that busses, especially those supplied by the Army, are for the comfort of all troops without regard to color."

The story then named the following commandants who had been ordered to take notice:

Brig. Gen. William H. Hobson, of Fort Benning, Ga.; Brig. Gen. Haig S. Shekerjain, of Camp Sibert, Ala.; Col. Jasper McDuffy, Craig Field, Ala.; Col. Elmer J. Bolling, Maxwell Field, Ala.; and Col. Ira E. Ryder, Camp McCain, Miss. 6-10-44

In conclusion, the story stated that hereafter, all Army establishments will be inspected periodically to make certain that the department's policy of non-discrimination in travel is enforced.

White Soldiers Protest Jim Crow

Call — Kansas City, Mo.

Walk Out When Cafe Refuses to Serve Negroes

5-26-44

EVANSVILLE, Ind. — (ANP) —When a white waitress informed three soldiers who entered a restaurant here last week that no Negroes were served, they walked out and with them walked 20 white soldiers who overheard the waitress' remark.

The three colored soldiers, all enroute to Chicago from Camp Breckenridge, Ky., were T. Sgt. Robert T. Vaughn, Pfc. William G. Johnson and Pfc. Edward W. Fultz. They had stopped here to change trains and sought a restaurant for food. The restaurant they entered is located near the railroad station.

After seating themselves quietly, the waitress came and informed them they did not serve Negroes. To queries as to where they could buy food, she told them she didn't know and didn't care, but they could not eat there.

While the questioning of the waitress was going on, a plain-clothes police officer entered and told them that barring Negroes was the rule of the restaurant and they could do nothing about it. Sgt. Vaughn is said to have instructed his comrades to leave quietly rather than cause trouble.

A group of white soldiers, estimated to be around 20, were eating and listening to the waitress and police officer. When the colored soldiers walked out, they quietly stopped eating and walked out with them. The policeman is said to have told the colored soldiers they could eat in the back of the restaurant. "Is that where they feed the dogs?" Sgt. Vaughn asked. "No," the officer replied, "but if you want to eat you can go back there."

Details of the incident were revealed when the three soldiers arrived in Chicago where they were guests of Mr. and Mrs. Ernest Beckett.

30-1944

Teacher, Sister Draw Fines In Bus Fracas

Sept. 7, 1944
Daily World Atlanta, Georgia

Recorder A. W. Calloway, of Atlanta's Recorders Court fined Mrs. Helen B. Neely, of 1298 Booker Street, SW, and her sister, Miss S. Grace Bradley, of the same address, and for 21 years a teacher here, $15 and $10 respectively Wednesday, after hearing testimony in disorderly conduct charges.

After their arrest last Friday afternoon in the local bus station resulting from an altercation with bus drivers there of the Southeastern Stages, Mrs. Neely and Miss Bradley were hailed into police court. Their counsel asked that the case be postponed to Wednesday of this week.

Following testimony by the bus operators of three buses, and another white man, who claimed to have been a witness, combined with that of the arresting officer, Defense Counsel, James A. Bellflower, put up Mrs. Neely and Miss Bradley to testify, and also used Judge Luke Arnold of the city traffic court, and retired principal C. L. Harper, of the Washington High school as character witnesses.

TELL OF INCIDENT

The two defendants restated their mistreatment at the hands of two bus operators, one bus dispatcher, and a local police officer on two buses when they made two vain attempts to board buses headed for Athens.

Both stated that they went to the bus station and purchased two round trip tickets to Athens. They said that Mrs. Neely entered the bus, her ticket being punched as she entered. It was said that about time she was seated in the rear seat, Miss Bradley approached the door of the bus and on handing the ticket to the bus operator, W. S. Dixon, of 457 Piedmont avenue, she was told by him that "no n....s" were allowed to ride that bus.

Miss Bradley said that she then informed the driver that her sister had already entered the bus, and in reply she said that Dixon told her she had better get her off. It was stated that when Mrs. Neely entered it had been believed by Dixon that she was a white woman.

ARGUMENT ENSUES

Miss Bradley said that she then went to the side of the bus where her sister was seated and told her what the driver had said, and on alighting from the bus, Mrs. Neely inquired of Dixon as to why she could not ride the bus into Athens, and why her sister could not gain passage on the same bus. At that point an argument ensued between Mrs. Neely and Dixon.

The two women testified that they were then told to get on another bus in the station, and that after Mrs. Neely had gained entrance and was seated she was ejected. Both said the ticket used by Mrs. Neely had been punched by both bus drivers, the second being, L. E. Guthrie, of 457 Piedmont avenue, and that on both occasions Miss Bradley was not permitted entrance.

After taking Mrs. Neely from the second bus, the defendants stated that another argument ensued after which they were humiliated, manhandled, ordered arrested falsely, and jailed on charges of disorderly conduct.

THREATENED BY DRIVERS

The women stated in their testimony Wednesday that they were threatened by the drivers, the dispatcher, and by the arresting officer, Patrolman J. G. Ergar. Their testimony was denied by the accused persons.

Sept. 7, 1944

The bus drivers stated that Mrs. Neely was taken from an express bus through to Charleston, S. C., to be put on a bus which stopped at local stations such as Athens. The police officer gave practically the same story as the bus drivers and the other white witness, Hamilton McWhorter, of Lexington, Ga., and the bus driver of the Tech Lines, G. C. Jolly, of and Ivy street address.

In rebuttal the two women stated that no vulgar words were spoken by them, no disorder was shown on their part, and that several of the persons who testified against them were not present during the disturbance. Mr. Harper and Judge Arnold spoke of their long associations with the defendants, and present also to lend their aid were several inter-racial workers. The fines were paid by both women.

Students Ask Ban Jim Crow On Carriers

Courier—Pittsburgh, Pa.
3-26-44

RICHMOND, Va.—(ANP)—The Richmond Intercollegiate council, formed of students from Negro and white colleges and universities throughout the State, last week adopted a resolution that "compulsory racial segregation on Virginia public carriers should be abolished by law."

The council is made up of students from the following institutions: University of Richmond, Virginia Union university, the Medical College of Virginia, Union Theological seminary, Westhampton college and the Assembly Training school. Hugo P. Leaming heads the racial relations subcommittee.

Irritated Bus Driver Leads To Arrest, Terms

Daily World—Atlanta, Ga.
10-3-44

County Deputies, Military Police In Collaboration

AIKEN, S. C.—(S N S)—Eight Negro soldiers were made to remove the uniform of their warring country and don the black and white convict clothes of the Palmetto state recently as the result of a bus incident according to information released here this week.

Mixed soldiers and civilians, the information said, boarded a Valley Coach bus in Augusta, Ga., September 23, and took their places according to segregation laws. All went well until the bus arrived at Warrenville, S. C., about 12 miles from Augusta, and proceeded to take on additional passengers.

The bus driver turned around and saw a Negro and a white soldier sitting together on a double seat. It was stated that the Negro soldier had been standing by the partially occupied seat when the bus left Georgia and would have remained standing there if the white soldier had not very cordially insisted that he take the empty portion of the seat. They had ridden and talked together for several miles before the Warrenville stop. The bus driver ordered the Negro soldier to move. This the Negro soldier did without hesitation or protest.

10-3-44

WHITE SOLDIER PROTESTS

However, the white soldier protested and asked the bus driver his reason for making the soldier move. The driver said that in South Carolina white and colored could not sit together under any conditions, that he was white, the Negro soldier colored and that the latter must stand up. The white soldier offered the colored soldier his seat and he moved. The driver still insisted that the colored soldier stand. That incident was then closed.

The irritated bus driver then turned his attention to taking on the several Negro passengers waiting to get on the bus. One of the passengers was a middle-aged woman who paid her fare and made her way down the aisle to a seat two-thirds the way to the rear which was occupied by a middle-aged white man who seemed under influence of intoxicants. She asked the driver to have the white man move to one of several emoty seats in the front of the bus. The driver refused and told her that he ran the bus and colored people didn't have to sit and that if she didn't like it she didn't have to ride. The woman replied that she didn't have to ride the bus, whereupon the driver gave back her fare, but as she turned to move forward to get off he hit her with his fist and knocked her glasses one way and her purse another.

10-3-44

The previously mentioned white soldier and a white companion caught the bus driver and told him not to do it again. Three or four of the Negro soldiers on the bus joined in in the warning, whereupon the bus driver, sensing the tenseness of the situation, reached for his money box and left.

Shortly afterwards another bus arrived on the scene and the driver of the first bus instructed the driver of this bus not to allow the Negro soldiers board the bus. All other passengers boarded this bus, while the driver of the original bus commented that he had notified the military authority. About 15 minutes later eleven county sheriffs arrived on the scene and talked with the bus driver. They then went to the bus door and told all the soldiers to move back and the driver proceeded to this city (Aiken), where one of the civilian officers ordered them taken to the county jail.

10-3-44

The soldiers were searched and locked up without charges while two members of the military police force in Aiken stood by and made no attempt to look into the case. The jailer promised them release Sunday morning, but at this time said he would have to find a T/Sgt. Armstrong of the Military Police in order to release them. The M. P. went to the jail about mid-afternoon, took the soldiers' names and organizations and told them their trial would be held Monday morning in civil court. The trial later was postponed to Monday evening.

4-9-44

At the trial before a Judge J. P. Wise, the irritated driver made a statement, claiming the woman passenger cursed him and that the eleven soldiers beat him in the back and head. The judge accepted the driver's testimony over that of all the Negro soldiers, who pleaded not guilty. Three were fined $25 or 30 days on the Aiken County Farm and the other eight $15 or 30 on the farm.

10-3-44

Half an hour after the sentence only three men were able to pay their fines and they were released without receipts. The remainder were taken to farm where they were required to remove their Army clothes, put on the black and white uniform, chains placed around their ankles and thrown in with seasoned criminals, many of whom were serving life sentences.

GOOD CONDUCT RECORDS

Four of the soldiers were still on the chain gang when this information was released. The informants stated that the service record of the men is honorable and with good conduct, one having served in combat 28 months and participated in 3 great battles, one in which he was wounded.

The information said that it was revealed following the trial that T/Sgt. Armstrong had said previously to the trial that three of the men would go to the chain gang. Neither he nor the Provost Marshall Major Fargo, notified any of the organizations to which the men belong about their confinement prior to the trial nor were any of the men permitted the privilege of contacting anyone for assistance, it was stated.

The police force of the city of Aiken indicated sympathy, but the county sheriffs and military police seemed to overrule any display of fairness.

Bishop Hamlett Protests Jim Crowism On Train

Informer—Houston, Texas

KANSAS CITY, Kan.—(ANP)—In reply to an inquiry by Bishop J. Arthur Hamlett, CME prelate concerning diner car services to Negro passengers on the Kansas City Southern Railway Co., the president, W. M. Deramus, said:

"We do not have any instructions

in effect forbidding the serving of colored passengers in dining cars. We do our best to prevent embarrassing situations."

The bishop's correspondence was the result of an unpleasant experience which he suffered while enroute from Kansas City to Shreveport, La.

9-9-44

Hungry and perhaps perturbed over the fact that he had already missed an earlier train to Shreveport, the ecclesiastic's nerves were further set on edge when a waiter said that breakfast was over.

Can't Be Served

Making his way to the diner, Bishop Hamlett was advised "we can't serve you in here." Bishop Hamlett, however refused to leave the dining room coach.

"Whose rules are these, and since when were they made?" he asked.

The steward then summoned the conductor who came forth with a burly MP, but still the hungry man sat on.

9-9-44

A few minutes passed and the steward, realizing that the man meant business, signalled the waiter, and Bishop Hamlett was served and accorded every courtesy befitting a first-class passenger.

Army Refuses to Punish Men in Jimcro Bus Case

People's Voice—New York, N.Y.

10-14-44

CAMP JOHNSTON, Fla.—Army officers refused to punish three Negro lieutenants who were arrested by civilian authorities recently for refusing to be segregated on a bus operating between the camp and nearby vicinities. The men, 2nd Lieutenants Merlin O. Belle, Marcus O. McCormack and Edward Maddox, were arrested by the Sheriff of Wakulla County and incarcerated in the county jail in Panacea, about ten miles out of the camp.

The three officers boarded the bus within the camp limits and sat in the front where there were vacant seats. When the driver asked them to move to the rear they politely refused. The driver, just as politely reminded the men of the Florida segregation law and the officers reminded him of the War Department order stating that there could be no segregation on government-operated bus lines.

10-14-44

The driver drove a short distance and summoned two white MP's, who refused to arrest the officers. The sheriff was then called and with three deputies brandishing pistols, arrested the men and lodged them in the county jail until the provost marshall arrived. They were then released in the latter's custody and returned to camp. While in jail they were treated courteously.

Their commanding officer discussed the situation with the officers and told them that while he was willing to enforce the War Department order, the bus line, although owned by the government, was leased to the Lee Coach Lines, a private concern.

10-14-44

The question remains, however, whether the leasing of the busses to the private concern removes it from the category of being subject to the War Department order.

Teen-Age Boy Goes Berserk With Gun And Kills "Best Friend"; Others Are Wounded

World—Memphis, Tenn.

8-11-44

By CLARENCE WIDEMAN

A 'teen-age Negro youth ran amuck with a gun last Saturday night. When he had finished his best friend, a 17-year-old boy, was dead . a middle-aged woman had been shot in the hip ..a wild rumor that the gunwielder had killed four people swept over the town... and police began a city-wide manhunt to find the still uncaught "boy with the gun."

The fracas started around the merry-go-round in the rear of Beale Avenue Auditorium, when Clifton Daniels, 17, 213 Driver Street, and Jesse Cooper, around 18, address not given, started a friendly tussle. The boys boxed with each other. Clifton slapped Jesse several times ...one time, he knocked Jesse down. He didn't mean to do it. So, he apologized to his 'best friend.' Jesse said it was all right.

8-11-44

Then the other boys started 'jiving' Jesse. They laughed at him. Clifton didn't like this and said so. Clifton had a reputation for being a 'good' boy. He was a church-goer. He was married. And he didn't drink excessively and indulge in the expected 'vices' of local teen-agers.. so, he apologized to Jesse again for knocking him down.

Jesse ..again said it was all right. Then he asked the other fellows to excuse him. He told Clifton that he would like for him to wait there till he got back. Clifton said he would. Jesse left.

8-11-44

He went somewhere and got a gun. When he returned he walked up to his 'best friend' and started arguing. His 'best friend' didn't know he was armed. In a matter of minutes Jesse had shot Clifton in the stomach. Clifton died a few hours later at John Gaston hospital. Jesse disappeared.

As he was leaving Jesse met his step-father, the step-father called to the youth but Jesse proceeded without noticing him. Jesse's mother had known all along that he was a 'hard boy to handle.'

Reports have it that Jesse went on to the home of a middle-aged woman he knew . her name was not recorded on the records of John Gaston Hospital..and called her to the door. He shot her in the hip . without even starting an argument.

Reports also included that Jesse Cooper went to the home of his "Sweetheart," (name not given) and wanted to kill her.... but the girl was not at home.

Now the Police are looking for Jesse.

8-11-44

In the meantime, arrangements have been completed for Clifton's funeral. The boy leaves his wife, Mrs. Catherine Daniel, his mother, Charlotte Miller, his stepfather, Mr. Joe Miller. He was the brother of Miss Jeanette Daniels, nephew of Mr. and Mrs. Sammy Lee Griffin, cousin of Mrs. Mary and Martha Griffin, and Mrs. Catherine Williams

College Prexy Struck, Jailed

People's Voice—New York, N.Y.

10-14-44

TALLAHASSEE, Fla. (ANP)—President R. Elwin Lamb of Edward Waters College, Jacksonville, was slapped and jailed here last week, and booked on a charge of disorderly conduct, when he alighted from a Greyhound bus following the refusal of the driver to make a seat available for him. The youthful college president had been in town attending a conference with state board of education officials. Upon completion of the conference he found that it was too late for a train to Jacksonville and decided to travel by bus.

President Lamb stated that he bought his ticket and was the last person to board the bus. The entire back seat was filled, but there were some empty single seats nearer the front. The bus driver became resentful when Mr. Lamb suggested that a white passenger near the back move forward in order to make a seat available in the rear. When the driver refused to do this, he asked for his fare to be returned and left the bus.

10-14-44

CURSED AND SLAPPED

After getting his bags, which had been checked, he was in the act of leaving the bus station when a local policeman, Officer Barrineau, accosted him, saying "We are not satisfied with this thing. You are a smart one." With those words, he escorted the president to a waiting police car.

When they reached the police station, the officer charged him with disorderly conduct and cursing an argument. When Dr. Lamb denied the charges, he was slapped and called a liar by Officer Barrineau. He was given the option of posting a bond of $25 or going to jail. The officer refused to accept a check, nor could he permit the president to call a friend.

10-14-44

He was later transferred to the Leon County jail and late in the afternoon he was able to contact a lawyer, Clyde W. Atkinson, who obtained his release by contacting his friend and getting money for the bond.

Army Refuses To Turn Over GI's To Police

Amsterdam News—New York, N.Y.

9-23-44

MONTGOMERY, Ala., (ANP)—The war department has turned thumbs down on the request of Solicitor Temple Seibels that three Negro soldiers who allegedly attacked a City Lines bus driver on the night of June 24 be turned over to civil authorities for trial, the solicitor disclosed Wednesday.

In a letter from the war department in Washington, Maj. Gen. J. A. Ulio, adjutant general, told Solicitor Seibels that the matter was referred to his office "through channels" by Maj. Gen. William O. Butler, commanding general of the Eastern flying command, with the recommendation that the soldiers not to be released to civil authorities for prosecution, and that after studying it thoroughly, the war department had concurred in the recommendation.

The soldiers, Pvt. Pontius Flowers, Cpl. Raymond Robbins and Pvt. Joseph Bowman are alleged to have attacked R. B. Pruitt, City Lines bus driver, with knives in a Mosley in order that they might be tried by civil authorities.

following a disturbance on the bus. Col. Choate advised the solicitor that the soldiers were at that time L. Choate, commanding officer of Maxwell Field at that time. They Butler, commanding officer of the Eastern flying command, as the Solicitor Seibels called on Col. R. E. Choate to ferred to, and not being informed he was on the post at the time, Sheriff Mosley and I did not contact him relative to the case."

9-23-44

Accompanied by Sheriff Mosley and Solicitor Seibels called on Col. R. E. Choate to ferred to, and not being informed he was on the post at the time, Sheriff Mosley and I did not contact him relative to the case."

Col. Choate advised the solicitor that he did not have the final decision of the matter in his hands, and that it "would be necessary to refer the matter to a higher authority."

At no time did he mention Gen. Butler, commanding officer of the Eastern flying command, as the authority." Solicitor Seibels said. "Not knowing that Gen. Butler was the higher authority he referred to, I did not contact him relative to the case."

30-1944

47 Lose Lives When Jim Crow Coach Derails

Daily World—Atlanta, Ga.

Crack Passenger Train Crashes Into Freight

8-6-44

STOCKTON, Ga., (ACNS)—Forty-seven Negro laborers were killed and 32 more injured at 11:45 o'clock Friday night when several cars of westbound Atlantic Coast Line passenger train No. 57 from Waycross, Ga., to Montgomery, Ala., crashed into a freight train on a siding here.

A hospital car containing Army personnel on the rear of the passenger train, remained upright. Four persons were slightly injured in this car.

C. G. Sibley, ACL general manager, in Wilmington, N. C., in a statement said that the train, consisting of engine and 14 coaches derailed six rear cars caused by a rail breaking under the train.

"The ninth car behind the engine, the sleeping car operating nightly from Savannah to Montgomery, was the first to derail, followed by a coach occupied by a number of Negro track laborers, employes of the company; three unoccupied coaches, which were deadheading to Bainbridge, Ga., and a hospital car occupied by Army personnel.

8-6-44

THROWN AGAINST ENGINE

"None of the passengers in the sleeping car was injured. The coach occupied by the track laborers, which coach was of all-steel construction, belonging to another railroad, but under lease to the Atlantic Coast Line, was thrown against the engine of an east bound freight train waiting on the siding at Stockton for No. 57 to pass, and the coach was practically demolished, fatally inquring 47 and otherwise injuring 32 of the occupants of that car. The hospital car on the rear of the train derailed but remained upright. Four of the Army personnel in that car were reported slightly injured and were taken in ambulances to Finney General Hospital at Thomasville, Ga.

None of the passengers in the cars ahead of the derailed sleeper was injured and they continued on to their destinations. The injured track laborers in the demolished car were taken to hospitals at Valdosta and Waycross, 42 miles away in ambulances and on a relief train which was sent out from Waycross. No members of the train crew of No. 57 were injured.

Says Bus Loaded Whites; Negroes Left at Joplin

Call—Kansas City, Mo.

Navy Veteran Refused Ride to Home in Wichita

7-21-44

A complaint of discrimination on the part of the Santa Fe Trailways bus company has been sent to the Interstate Commerce Commission and the Missouri State Public Service Commission on behalf of Kenneth L. Johnson, of Wichita, an honorably discharged navy veteran. The complaint was drawn up by Atty. Carl R. Johnson, president of the Kansas City, Mo., branch of the N.A.A.C.P.

Johnson is a special student at Kansas State Teachers college in Pittsburg where he lives at 302 East Madison St. He is studying foreign languages as part of the veterans' rehabilitation program. His home is at 1133 Washington, in Wichita.

According to the letter the ex-sailor was refused bus accommodations from Joplin to Wichita and return on the early morning of July 1, although he held a ticket to Wichita and return. He reports that he travelled from Pittsburg to Joplin, the point of change, and presented his ticket to the bus operator.

7-21-44

He said that the bus operator informed him he could not ride the bus to Wichita until all white passengers were loaded. The driver proceeded to order him out of the loading line while he filled the bus exclusively with white passengers, according to Johnson. He said he then was directed by the bus operator to a second bus of the same system whose operator also refused to allow him to board, and in like manner, filled his bus with white persons, leaving Johnson, three Negro soldiers and another Negro passenger at the bus station.

The complainant said he then approached the ticket agent, but was given no relief. He then called the police department and was told in an insulting manner that there was nothing they could do about it. He then went to another bus station, boarded a Southwestern Greyhound Lines bus which routed him through Kansas City, thereby taking a whole day from this three-day vacation, increasing the cost of his transportation, plus causing him inconvenience and annoyance.

A Question Needing Attention

Memphis World Memphis, Tenn.

Hundreds of Memphis Negroes are experiencing a growing new feeling about riding on local street cars and buses.

7-28-44

When they have to make a trip on such conveyances many law-abiding and peace-seeking persons of color feel a sense of dread---a sense of apprehension---a sense of tension. One citizen described the feeling as "perhaps something like what a soldier must feel when he faces 'Zero' hour and prepares to enter No Man's Land---he knows he is in danger---that anything can and may happen---and that he is lucky to emerge alive in body, mind, and spirit."

The feeling described is understandable. It is understandable when the facts are known and cases cited. Hardly a day goes by lately without the occurrence of some distasteful or humiliating incident perpetrated against Negro riders of public conveyances.

7-28-44

For instance, recently a Negro man of middle-age was aboard a bus at the corner of Calhoun and Third Street. He rang the bell to get off. The bell stuck and kept ringing. The bus operator yelled to the man to release the button. The passenger explained that he was not pressing it---that it was evidently stuck.

A white passenger, evidently a nightwatchman (he was armed with a pistol in a scabbard worn on his side), walked to the rear of the car and began to abuse the Negro passenger who was waiting to alight. The white man struck the Negro over the head with his hand. The Negro did not resist, nor protest. The white man then pulled his gun---intimidating the other Negro passengers. He used the gun barrel to beat the unresisting elderly Negro over the head. He struck the man repeatedly until he was groggy. The bus operator and the white and Negro passengers watched the proceedings in silence. When the white man had satisfied his sadistic yen, he called to the operator to open the door. The operator opened it, and the white man kicked the sorely beaten Negro out of the bus on to the pavement. The injured man was last seen by the passengers staggering along the street---possibly trying to continue on to the job he said he was going to. The incident was witnessed and related by a well-known Negro woman social and religious leader. She related the incident to Mr. McWorther, official of the Memphis Street Railway Company.

7-28-44

Another instance which causes law-abiding Negroes to dread and avoid as much as possible riding on local trolleys and buses, is related by a Negro workman---a mechanic.

He saw another Negro get on a bus, crowded with white and Negro passengers. The man's shirt was open down to his trousers, displaying nothing beneath. He was drunk and using profanity. He hung on to a strap up in the front of the vehicle. A white policeman boarded the car. He ordered the drunk and disheveled Negro to the rear of the bus. Reluctantly the offender went to the rear among the orderly Negro passengers---remained quiet until the officer left. Then he let loose a torrent of cursing and vulgarity which disgusted and embarrassed everybody present. The Negro workman who spoke of the incident said he got off the bus three blocks away from his destination. He said he was outraged by the man's conduct---he felt that trouble was brewing---he didn't want to be a part of it---neither did he want to witness it. police would

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attention primarily toward the Negro passengers.

It seems that the time is ripe for the white and Negro civic leaders of the city, the law enforcement officials, and officials of the street car company to call a meeting---a meeting to face the facts and work out a constructive program to handle this one terrifically important problem---"a peace plan" for these local "trolley-bus wars"---a plan on which all can work together.

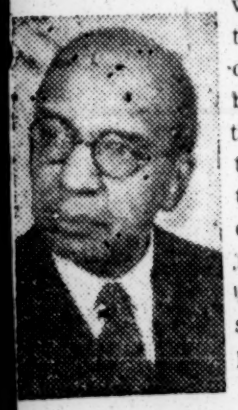
FROM MY STUDY WINDOW

World Memphis, Tennessee 8-29-44

By REV. J. C. WRIGHT

When Democracy Rides The Rails

Can this be America! I am quite certain that would be the question which would arise in the astonished mind of anyone, not a native who might through, choice or necessity be travelling through the Southern section of this country today. Democracy naturally suggests a sporting sense of fair play; a decent respect for human personality; a recognition of certain fundamental rights which all men are bound to respect; and at least a show of that kindness and elemental courtesy cherished for its power to sweeten temper and to make us easier to live with. These are at once the first fruits and the bulwark of democracy. But that America possesses them becomes a mocking myth when one happens to be a passenger in the forward coach when democracy rides the rails in Dixie.



No, I am not going to bore you with the disgusting details, too well known to all, of what appears to be the studied practice, if not deliberate purpose, of Southern carriers backed by the law, to insult and inconvenience one tenth of the people who use their lines. Conditions were bad enough in peace time. Now they are a disgrace, a reflection upon our democratic principles and ideals, and a source of serious disaffection among thirteen million of the most loyal and progressive citizens in the nation.

STOOD 173 MILES 8-29-44

In a car whose thermometer, if there had been one, would have registered one hundred and twenty degrees, I rode on hundred and seventy-three miles last Sunday standing in the aisle, while my daughter crouched upon a val-o-pak. There were fully one and a third as many passengers packed with their baggage in that aisle and in the narrow passage ways leading to the rest rooms and exists, as were in the seats. Women and children were among those who stood. This is not an unusual picture in these days, when in spite of the governments urgent appeals not to do so, people will travel. But what was or should have been---unusual, was that in a car immediately behind the chamber of horrors in which I rode, was a half empty car which would have accommodated at least a third of those who were standing in our car. But the rights of the people, jammed like sardines in that railroad coach, did not extend to the empty seats in the next car. Democracy, American brand preaches but does not believe nor intend, if she can help it, to practice the doctrine of the divinely established equality of all men. When democracy rides the rails, it draws rigid lines, upon one side of which there are comforts, courtesy, consideration, and a desire to be fair and decent even under unusual and trying circumstances. On the other side there is filth, discomfort, bullying, provocative ill-mannered and worse tempered service on the part of the train crew, hunger and by acute physical distress caused poor ventilation and lack of any opportunity to get a moment's rest or relaxation. On one side of the line are the whites; on the other side the blacks. That makes all the difference in the world, dear friend, when democracy rides the rails in Dixie.

LOVE MY COUNTRY 8-29-44

I should not be writing this, if I did not love my country much that I should hate to have an observer or student of our vaunted love of liberty, equality and justice see us as the liars and frauds we are when democracy rides the rails in Dixie. The impatient, often deliberately insulting conductor; the swaggering MP's who now act as his escort through the coaches; the uncouth vender of assorted but questionable delicacies; the empty stomachs; the foul air; the almost total absence or unavailability of facilities for the most primitive of creature comforts, present a dismal picture of America's "liberty and justice for all." And perhaps it is a truer portrait of America as she really is, than the Declaration of Independence or the Bill of Rights. Those of us who suffer most when democracy rides the rails in Dixie, must never give up the fights until the conditions herein described are forever remembered, and the blot on the escutcheon of our democratic institutions which they make where all the world can see, shall be forever eradicated.

8-23-44

Force Doctors From Diner; Waiters Strike

Informer — Houston, Texas

8-26-44

PALESTINE — The Negro world up and down the line is buzzing over the fact that Drs. H. E. Lee and E. B. Perry were forced out of the dining car near here Saturday while en route to St. Louis. It seems that they entered the car and took a seat along with Dr. Leon Peacock, and two white men dining objected to their being in the various hospitals over the country. Dr. Leon Peacock is a native of Houston and scion of one of the oldest families here. 8-26-44

They were riding in Pullmans and on first-class tickets. Under the law they were entitled to the services of the diner just as any other passengers were. The Supreme Court settled the matter finally under the Mitchell decision, and held conclusively that people traveling interstate (the doctors were going to St. Louis. Missouri) cannot be said that he would not leave. Then the two white men went into action to force them out by physical strength. There was considerable emotion and tension for a brief spell. The steward did not cite the law to the white men, and did not do anything to protect the men in their right to eat. The Negro waiters resented the Negro doctors being put out of the diner, and also the supine manner in which the steward accepted this lawlessness on the part of the two white men. They refused to serve anybody, if the Negro doctors could not be served. 8-26-44

When the train got to Palestine it was boarded by a special agent then after considerable discussion the waiters agreed to serve the service men in uniform. The three doctors are out of town and we are unable to find out whether they will bring suit under the Mitchell decision or not.

Previously, the authorities of the Missouri Pacific are reported by some waiters to have issued instructions to serve Negroes in the diner. It is possible that a strong steward might have avoided all of the trouble, because he is the one who should have given the orders and should have run the whole affair. It was a case of a steward and no steward at the same time, so that the car was practically running loose, ripe for any lawless element to take charge as they did.

Dr. H. E. Lee is nationally known, having served as president of the National Negro Medical association two or three years ago, and Dr. Perry is like Dr. Lee a surgeon, and is known almost as widely as Dr. Lee, having performed operations in car and are said to actually have laid hands on the men to push them out of the car.

2 Whites Object

According to the story, as the three doctors sat down the white men made derogatory remarks about their being in the car and finally demanded that they leave. One of the doctors is reported to have segregated or subjected to segregation laws in any state. The Informer contacted P. J. Neff, executive vice president of the Missouri Pacific Lines, and he asked to be quoted as saying that he has no comment to make. We have heard from sources we have reason to believe that a conference is set on the matter for Saturday of this week. We are in the dark as to whether the conference is with the waiters over their part in the affair, or whether the doctors involved will be back in the state by then.

The Negro and the South

To the Editor of The Courier-Journal.

The South is destined to be the leading section of this country, due to its geographical location and production season. There are approximately 9,000,000 Negroes in the South against about 4,000,000 in the North. The Negro would rather live in the S than anywhere else under such laws exist in any Northern state. Since the Ne.o can eat in a cafeteria in Cleveland and ride in the first class coach with the white man to Kentucky without any black rubbing off or any white rubbing on, what is wrong with the Negro's remaining in the same coach to Frankfort, Kentucky, Nashville, Tennessee, or any other Southern city?

This is the Negro's country as well as the white man's, although many a white man was brought here first as an indentured servant and had no freedom until he worked out the cost of his transportation from across the seas. He suffered great hardships. The Negro was brought here in the 16th Century, not as an indentured servant but as a permanent slave, and suffered more than the white man in developing this country. He felled the forest, dug the ditches, drained the swamps and worked on the plantations, more than 200 years in the hot sun while the white man sat in the shade. The white man and the Negro are partners in the ownership of this country.

Louisville. J. A. EMERSON.

Ga. Bus Driver Takes Shots at 2 Soldiers

Atlanta Journal 8-19-44

AUGUSTA, Ga. (ANP) 8-19-44 — Two soldiers, one of them white, were shot at three times by John T. Rachels, white bus driver, when they objected to jim-crow seating practices.

According to police, the soldiers were sitting together and the driver asked the colored man to move. When both soldiers objected, Rachels drew his revolver and the soldiers fled to safety. The driver was held on a deadly weapon charge.

Whites Eject Three from Diner; Waiters Strike

Northwest Enterprise Seattle, Washington

ST. LOUIS—Negro members of a dining car crew on the Sun-finish Special enroute from Houston, Texas, to St. Louis, staged a three-hour strike until three their meals last Sunday bodily from the diner. Traveling first class to St. Louis for the annual meeting of the National Medical Association, Negro doctors were allowed to the diner by white waiters over their part in the affair, or whether the doctors involved will be back in the state by then.

30-1944

SOLDIERS FREED FROM AIKEN CO. CHAINGANG

Daily World — Atlanta, Ga.

10-12-44

PLAN TO STORM JAIL REPORTED THWARTED BY STAFF CORRESPONDENT

AIKEN, S. C. — The release of five of the eleven Negro soldiers jailed and fined here last Monday night as the result of an incident on a Valley Coach bus enroute here from Augusta, Ga., thwarted a generally known plan of race soldiers at Camp Gordon, near Augusta, to "blast h--l out of the jailhouse." Soldiers, the informants say, had secreted considerable ammunition for the scheme and had made plans for "riding in," behind non-commissioned officers. The fines were paid by First Sergeants or Company Commanders. Three of the men paid fines immediately Monday night when they were sentenced and three others arranged payment Tuesday after serving half a day on the chaingang.

SERGEANT TELLS STORY

Staff Sergeant Leonard A. Gray of Chicago, one of the men who paid fines Monday, said the group had mounted the bus for a social affair for servicemen in Aiken. "When we got on," he said, "there were several vacant seats. Several white passengers were occupying a whole seat unto themselves; but we stood up.

10-12-44

'A few miles out of Augusta, a white soldier pulled one of our boys down with him and the two sat there talking. Behind them, a white drunk had a whole se: About twelve miles out the dr.v stopped, came back and ordered the colored soldier up. The white soldier protested, saying: 'we fight together so what is wrong with o sitting together?

"The driver told him 'it is the South.' The white soldier got up saying he would take a seat further front so the colored soldier could have his. But the driver replied the colored soldier still couldn't sit Sergeant Armstrong arrived and there as the drunk, completely out, behind them was white. The colored soldier, without saying a word, stood up.

10-12-44

STRIKES WOMAN

"At Warrenville, a colored lady with a small boy got on the bus. Noting the situation, she asked the driver to have the drunk moved up to one of the vacant front seats. The driver refused, whereupon she said she'd wait for a later bus if he'd refund her fare. Obviously angered, the driver handed her the fare and then struck her on the face with his fist. A white corporal andthe white soldier, who had left his seat because the colored soldier couldn't sit in it, both grabbed the driver and threatened to paste him if he struck the woman again. Incensed over the incident, Sergeants Robinson, Hearne and Carey of our group told him too, but from their position in the rear of the bus, not to strike her again.

COUNTY OFFICERS ARRIVE

"Flustered, the driver grabbed his money box and left the bus. A little later another bus came along and the white passengers were asked to take it, all of who did except-ing the drunk, who was oblivious to everything. Shortly afterwards eleven police officers arrived and ordered all of us to the rear. (We had simply sat anywhere in the bus after the whites left and we were told to to remain on). Five of the officers remained on the bus and we were brought to Aiken and put in the jail. Thist was about 8:30 Saturday night."

10-12-44

"SITTING NEXT TO WHITE WOMEN"

The men, Sgt. Gary said, were told at the jail they would be released Sunday morning. Two military police witnessed the jailing, he said, but did not interfere but about 2:30 Sunday afternoon M. P. told the men they would be tried Monday morning for "sitting next to white women," a deliberate fabrication of fact, the men contended. None of the men were permitted to notify the First Sergeants or Company Commanders.

Court was held at six o'clock Monday afternoon with six police officers, two bus drivers and a manager of the bus company present. The driver, main witness against the men, said they had beaten him across the head and back. But the driver failed to exhibit a single bruise, the man charged. Sergeants Robinson, Carey and Gray pointed to this in defense.

10-12-44

MEN TRANSFERRED

Two of the men have been transferred to other camps, it was learned here Sunday night. They are Sergeant Robinson, who has been transferred to Camp Rucker, Alabama and Sgt. Carey, now at Camp Breckinridge, Ky.

MEN LISTED

The 11 soldiers were: Staff Sergeant Lewis Carey, Roannoke, Va., Staff Sergeant Leonard A. Gray, Chicago, Sergeant Aubrey Robinson of New Jersey, Sergeant Algia Hearne and Private Leon Taylor, both of Philadelphia, Corporal Lewis E. Davis of Brooklyn, Private Cecil E. Lewis and Private William A. Bell, both of Washington, D. C., Pvt. Russell England, of Baltimore; Private J. T. Taylor, address unknown and Private William Stevenson of Chapel Hill, N. C., who has given twenty-six months of overseas service in the Pacific Theater.

10-12-44

Negro Charged With Assault On White Man

Informer — Houston, Texas

8-19-44

HOUSTON — A charge of aggravated assault was filed agatnst Garfield Webster, 44, of 500 Rutland, Saturday, after he stabbed Louis Helmer, white, who broke a bottle of wine over his head during a friction on a Heights bus. No charges were filed against the white man who first attacked Webster.

Another Injured

Another white passenger was injured by the broken glass when Helmer struck Webster. Both of the white men had to be treated at the hospital.

According to the police, the white man said that he and his wife were on the bus and were occupying the next seat from the rear. A large group of Negroes were forced to stand, and one of them complained about the white people taking up all of the seats.

At Houston and Washington streets, the white man said that he attempted to get off the bus by the rear door and Webster who, was standing in the doorway, wouldn't let him out. The white man is then reported to have struck Webster with the wine bottle. Webster then drew his knife and stabbed Helmer on the arm. Witnesses said that the white man broke and ran and Webster gave chase.

8-19-44

Officer Horn, who was near the scene, saw Webster chasing the white man and ordered Webster to halt, which he did. Webster was placed under arrest and charges filed against him.

Enters $100,000 Suit; Says He Was Insulted

Amsterdam News — New York, N.Y.

10-5-44

Reported Thrown Out of Southern Pacific Diner While Escorting Body of Son for Burial

CHICAGO, (ANP)—A well-known Chicagoan, Edward J. McCoo father of a 19-year-old soldier who died in the services of his country, and whose body the bereaved parent was escorting home for burial, last week entered a $100,000 suit against the Southern Pacific railroad for humiliating him and denying him services in the train's diner.

Cpl. Edward McCoo, who entered the Army a year ago, on his 18th birthday, had engaged in major battles in the South Pacific islands of Tinian, Saipan and Guam. He was recently stricken with pneumonia and on September 13 was returned to the United States Naval Hospital in Oakland, Cal. Both his father and mother, Mrs. Doris Tancil, were at his bedside when death came.

Enroute home with the body on the "Challenger," of the Southern Pacific lines, the father, who sought services in the train's diner, was thrown out by MP's when the dining car steward, F. J. Ford; and the train conductor allegedly entered a conspiracy to discriminate against him.

10-5-44

McCoo refused to go to the diner "assigned to military use," as the steward ordered, on the grounds that he too was an American citizen and although he related to Ford the sad story which prompted his trip to California, the steward seemed more hardened than ever and replied:

"I don't give a continental about that; it's immaterial to me; you'll be dead too if you don't get out of this car and stay out. . . . . Damn it, you won't eat in here."

When McCoo, in spite of the warning, took a seat at one of the vacant tables, Ford summoned the conductor and two MP's and without asking the colored man for an explanation, ordered that he "get up and get the hell out of here."

When Ford refused to move, the MP's were ordered to "put this man out of here" and the steward insisted that they throw him out. Finally McCoo, realizing that he was outpowered, left the diner.

After respectable services at the Jackson Funeral Homes for his son who gave his life for his country, McCoo busied himself and exposed the story in letters to the secretaries of War and the Navy; President Roosevelt and Truman Gibson, Jr., civilian aide to the Secretary of War.

10-14-44

In a letter to T. W. Anderson, secretary-treasurer of the Dining Car Cooks and Waiters Union, Local 456, McCoo favorably commented on the stand taken by eight of the train's diner waiters who, with the chef, staged a "sit down" demonstration and refused to serve other passengers, in protest of the discriminatory act. The men were later fired by company officials when Ford reported their "insubordination."

Jim Crow Coach Given to Whites

Amsterdam News 5-6-44

New York, N.Y.

COLUMBIA, S. C., (ANP) — The morale-shattering evils and injustices of segregation were seen and felt in full force at the Union station here Wednesday. All of the coaches were found locked when the foresighted passengers, Negro and white, descended to get seats on the Atlantic Coast line train which leaves Columbia for Charleston, at 5:30 o'clock. But a few minutes before time for the train to leave the conductor, brakeman, and dispatcher opened the doors of the white coaches only, and permitted the white passengers to take seats.

Noting that there were more white passengers than there were seats available for them and still keeping the door of the colored coach locked, the officials instructed the white passengers to start filling the colored coach.

5-6-44

Meanwhile a few of the Negro passengers, seeing that time for the train's departure was rapidly approaching, asked the conductor if a coach would be provided for them. The officials then went into a huddle and after conversing in low tones for a while, the conductor announced to the nervous colored passengers, including women, children and soldiers, that they would have to ride in the baggage car if they wanted to take "this train" and that otherwise they would have to wait until the nex day.

Among Those Victimized

Long after this announcement, however, white persons were still being admitted to the jim crow coach.

Among the numerous Negro passengers invited to ride in the filthy baggage car without seats, although they had paid first-class fares, were Dean and Mrs. L. M. Tobin of Morris college; John Lucas of Fayetteville, N. C., a government employe with Pullman reservations; Miss Elsie M. Brooks, a school teacher of Scranton, S. C.; Cpl. Frankie Wright of Fort Huachuca; and Pvt. Willie Oliver of Camp Ellis, Ill.

5-6-44

Jews In South Told To Oppose Jim Crow

Courier — Pittsburgh, Pa.

4-15-44

ATLANTA (ANP)—Warning that the "Jew in the South cannot maintain his economic position that of your children depends upon the consummation of a nationalties where they constitute the largest minority groups."

...ity and particularly given you greater freedom here as compared with Jews in communi-

...atory employment articulate public opinion."

...lied to the Negro," "This is so," Mr. Hunts con-

...t, director of the tinued, "because it is the pre-oc-

...egional office of the cupation of the white Gentile South

...mbers of the Atlanta with the submergence of the larger

...Brith, Wednesday, Negro minority group which has

...ing discriminatory policies as applied to

...A. Bruce Hunt, di...

...Southeastern regiona...

...FEPC, told members ...

...chapter B'nai Brith ...

...that "your security a...

The speaker, after reviewing the history of the FEPC and the reasons for its creation, warned that "discrimination in employment, as any Jew knows, may take many different forms, whether because of race, creed, color, national origin or alienage. The discrimination may be direct by an employer against an applicant for employment, such as refusal to hire, or through the protest of other workers.

Negro Railway Employees Jobs Give Chance to Fight Jim Crow

Amsterdam News—New York, Jr. 4.
8-19-44

By EMIL ARNAUD
(NPB Syndicate Feature)

SOMEWHERE IN AMERICA (NPB)—This writing could have been taken at any of a score of places where such fierce race prejudices exists. Suffice it to say though, the places mentioned here are authentic:

On a recent trip south to New Orleans, we travelled aboard the Southern Pacific through Texas. Upon leaving El Paso, the border city leading into territory below the "Mason-Dixon" line, one is forced to leave the ordinary travel accomodations he has enjoyed thus far and make the remainder of the trip in the Jim Crow car.

The Jim Crow invention is a device which the white South employs to humiliate Americans of the Negro group, in a manner similar to that which the rapidly failing Hitler regime used in Germany to make the Jews feel their invented "racial inferiority." The thing shunts members of the Negro group off into segregated sections of cities, towns, public accommodations and travel facilities, as a further means of making them feel the full force of an inferior status.

Unfair Accommodations

Under the Jim Crow system, there exists the supposition that the segregated people enjoy equal accommodations. But, let's not kid ourselves that any such thing was ever intended. The Jim Crow system is a weapon. A device just as deadly, painful and destructive as any robot bomb employed by the Hitler gang. Under Jim Crow, the Negro who has enjoyed fair and democratic travel, and perhaps companionship with his fellow non-Negro passenger, finds himself ruthlessly awakened from his slumber of equality and shunted off to the Jim Crow corral.

8-19-44

You are introduced to Jim Crow by the Gestapo-like travel from the car in which you were riding all the way up front of the train as near to the engine as possible, to a third rate car, half of which is occupied by the train conductor, brakemen and flagman, who sprawl all over the car in a most ignorant fashion. There are hardly ever more than a half dozen full seats to accommodate a dozen or more Negro passengers. These white trainmen are usually so ignorant, inexperienced or downright mean they don't pretend to care about the welfare of Negro passengers. Instead they will order the people around as though they were dumb cattle. There is no appeal from this treatment.

Jobs for Trainmen

Very often non-Negro passengers observing the kind of treatment suffered at the hands of these low type trainmen, will complain about it. These complaints are mostly to no effect, because they are made to the wrong party. And, often for their sympathetic attitude toward the Negro passengers, many suffer insults for their efforts. It is believed the Negro trainman has, and will continue to perform, a tremendous service toward alleviating such un-American practices by reporting it to the proper authorities, when and wherever possible. 8-19-44

Heads of railroads and other transportation officials hardly ever actually know of these conditions. They are hard to reach by outsiders, but in isolated instances, Negro trainmen, waiters, cooks and porters can and have reached the ears of certain high officials and many beneficial changes have resulted. What is argued here is that more and more, these secret tipoffs ought to be made to the right people, who are in the position to correct rank evils in public travel.

One of the most powerful weapons in the hands of the affected people is the argument against the railroads for failure to provide equal travel accommodations to all citizens. Many first passengers among the Negro group are forced to ride Jim Crow cars in the South. They are constantly harassed and embarrassed by a loud-mouthed, uncouth "don't give a damn" type of passenger who, on the slightest provocation, will add to the insults of his white co-tormentor. These people are not getting the accommodations their money or tickets call for. Yet, the railroad companies are growing fat on the super prices they are obliged to pay merely to ride their trains. We wonder for how long?

8-19-44

Railroad Jim Crow case set for Nov. 10

Tribune—Los Angeles, Calif.
10-4-44

AMARILLO, Tex.—Hearing of the North D. Hayes case against the Chicago Rock Island and Pacific Railway Co. has been set for Nov. 10 by the ICC, before Examiner F. C. Weems at the Capital hotel, Amarillo, Tex. A member of the NAACP legal staff will represent the plaintiff.

Hayes filed a complaint with the ICC claiming that on Jan. 14 he purchased a round-trip first-class ticket to Memphis, Tenn., and that upon arriving at Amarillo on Jan. 23, he transferred at the Chicago, Rock Island and Pacific Railroad station in order to board the train called the "Rocket" for Memphis. Hayes stated that he and 6 other Negroes were prevented by the conductor from boarding the train though many vacant seats were available. It is further alleged that as a result of the conductor's refusal to permit Negroes to ride first-class even though they had their reserved tickets, the plaintiff was forced to take a later train, which was a local with inadequate facilities, in order to reach his destination at Memphis.

Jim crow in U.S. Public Health Service hit

Tribune—Los Angeles, Calif.
10-9-44

WASHINGTON, D. C.—Infiltration of sectional jim crow racial patterns into the practices of the United States Public Health Service, particularly in Muskogee Okla., was hit last week in a letter sent to Surgeon General Thos. Parran, by the Washington Bureau NAACP.

"We are reliably informed that the Public Health Station in Muskogee does not permit Negroes to use the front entrance," said Leslie Perry, administrative assistant, NAACP. "And if the above described condition does obtain, I believe this matter merits your careful investigation with a view to corrective action. It is bad enough when state legislatures incorporate racist theories into the law, thereby segregating and oppressing a group of its citizens. When, however, an agency of the Federal Government undertakes, either by its own directives or by acquiesance in, or observance of, bigoted local and sectional racial patterns, it is not only reprehensible—but dangerous. There is a limit to which government can go and still continue to call itself democratic. 10-9-44

"We, therefore, urge that you issue, without further delay, appropriate directives to all field offices banning segregation and discrimination in the use of facilities of the Public Health Service on the basis of race or color."

Waters' Prexy Is Slapped, Jailed

Daily World—Atlanta, Ga.
10-11-44

TALLAHASSEE, Fla.—(ANP)—President R. Elvin Lamb of Edward Waters college, Jacksonville, was taken from a Southeastern Greyhound bus here last week and subjected to police brutality. He was jailed and booked on a charge of disorderly conduct.

The youthful college prexy had been in town for three days in conference with state board of education officials on the curriculum of the AME college. Upon completion of his conferences he found that it was too late for a train to Jacksonville. He then decided to travel by bus.

President Lamb states that he bought his ticket and was the last person to board the bus. The entire back seat was full. However, there were many vacant single seats. The bus driver became resentful when Lamb suggested that some of the white passengers near the back seat move forward in order that seats may be made available. The driver was in favor of one of the Negro passengers standing during the 169 mile trip to Jacksonville. 10-11-44

CURSED AND SLAPPED

President Lamo states that he left the bus voluntarily and accepted a refund of fare. After getting his bags which had been checked, he was in the act of leaving the bus station when the local policemen accosted him.

"We are not satisfied with this thing," said Officer Barrineau. "You are a smart one." With these words the college president was escorted to the waiting police car.

When they arrived at the police station the officers charged him with disorderly conduct and cursing. When President Lamb denied the charges, he was slapped and called a liar by Officer Barrineau.

The young president was given an option of going to jail or posting a $25 cash bond. He did not have that amount of cash on hand. They refused to accept a check. He was also denied the privilege of calling outside friends by phone who would post the bond for him. 10-11-44

LATER TRANSFERRED

He was later transferred to the Leon County jail until late in the afternoon.

While in jail, he was able to contact Atty. Clyde W. Atkinson who was visiting one of his clients there. The attorney delivered a message to friends of the young man and those friends were able to obtain his release. 10-11-44

President Lamb would give no statement when asked if he contemplated entering suit against those responsible for his delay here.

Supports AFRO Fight to End Railroad Jim Crow

American—Baltimore, Md.
7-15-44

By JOHN RUSSWURM

There are skeptics who really believe that the AFRO's fight to end jim crow on the railroads is slightly off the beam. I have heard the question debated in the barroom, barbershops, parlors and churches.

A recent trip of about 5,000 miles on un-jim crowed trains has made me an ardent disciple of the AFRO-AMERICAN cause because it affects the whole race and country.

The driving of segregation from the railroads will aid whites as much as colored persons.

During my trip, I never missed an opportunity of talking with members of the other group. The response was gratifying. Of course, there were the whites who avoided me and all other colored persons on the train. So what? There were some that I was the radio announcer who did not know that there were colored troops in training and in action.

Ten husky marines who joined the bar with five colored soldiers and "had a ball" all the way from coast to coast. An instructor at the University of Arizona wanted the addresses of colored newspapers had circulation that amounted to anything."

On a Train

There is no better way to create good will than on a train when the hours stretch into days and "dullness dips down like moss on the old grape harbor."

Thereto yours.

dodged. So I add my voice and strength to fight.

30-1944

Hillburn Revisited--

The Worker-New York, N.Y.

Buses Are Jim Crow

4-16-44

By Eugene Gordon

I walked slowly back and forth on a section of Route 17 early last Monday morning. Hillburn's white town sat on my left, when I walked facing the City of New York—32 miles south. Hillburn's Negro town sprawled on my left.

Route 17 is a Mason-Dixon Line separating the two towns.

The "white" school bus would be coming north on Route 17, in a few minutes. It would turn off, here at this break in the road, into the level streets of Hillburn's white town. It would pick up white boys and girls and carry them to Suffern High School, a mile south.

NEIGHBORLY GATHERING

The "Negro" school bus would be coming north, too, on Route 17, a few minutes after the white bus. It would go almost a quarter of a mile farther than the "white" bus, then would turn off opposite, and away from, the old Brook school. It would stop just off Route 17 and pick up Negro boys and girls and carry them to the Suffern High School—the same school to which the "white" bus carried white children.

The Negro parents had said also that the Jim Crow bus was put on for spite, they having won the right to send their grade-school youngsters to Hillburn's main school.

The Negro parents, it will be recalled, won that fight last October, when the State's Commissioner of Education closed the old Brook school to Negroes and opened to them the Hillburn main school.

The Negro parents had said, Sunday night, that the "Negro" bus is over crowded. What was needed, they said, was not separate buses but more buses, for white and colored children, all riding together.

STUDY, PLAY TOGETHER

And why shouldn't the kids ride to the same school together, the parents asked, since they studied side by side and played together at recess? 4-16-44

The parents told about being frozen out of activities in the Hillburn War Activities Committee. It was formed by white and Negro women, shortly after the war, to raise money for gifts to the town's soldiers, sailors, WACs and WAVEs. It was supposed also to set up a fund for the fighters after the war. Mrs. J. Edgar Davidson, wife of the man who shut Negro children out of the main school, is chairman of the committee.

White and Negro worked well together until the Negro parents won the school fight. Since then the white members have met without notifying the Negro members. The Negro women learn about meetings only through the local paper. The Negro women have, nevertheless, raised and turned over to the committee about $200. Nearly 80 Negro young men and women have entered the Army and the Navy from Hillburn.

Mrs. Davidson, apparently as contemptuous of the Negro as her husband, does not answer letters asking about meetings.

The parents Sunday night said Negro children had been injured in the tumultuous stream of traffic where the little dirt road from Negro town crosses Route 17 into white town. They said pleas for a traffic light are ignored. They said white parents were circulating a petition to close Hillburn main for grade-age pupils. The reason, the parents said, is that some of the white people, having put their youngsters in the Rev. Mr. Jones' private school, are now wearied of the added expense. They want to "save face" by closing the Hillburn school.

I walked back and forth, keeping far off Route 17 to avoid the heavy trucks and touring cars that swooshed by. I saw the "white" bus coming. Six boys and girls were aboard. It turned off into white town. The "Negro" bus came a few minutes later. It went on and packed in a crowd of boys and girls from Negro town.

White neighbors outside of Hillburn meet with the Negro parents and together they are deciding what to do. 4-16-44

I followed the Jim Crow bus as far as the main school. Miss Edna Stickles, the principal, was pleasant and friendly (she and another young woman are the only white teachers among the five at Hillburn Main). She said:

"I am interested in the children. What I do is with their welfare in mind. I love my sixth grade. . . . Children are absolutely without prejudice. When they have it, it is because it has been instilled in them by adults. . . . I wonder what would be the result if a whole generation of children could grow up unmolested by their prejudiced parents. I'd like to see it tried."

I could have told her I had seen it tried and that it worked beautifully.

Rights And Duties In A Democracy

Journal & Guide-Norfolk, Va.

1-8-44

By LUTHER P. JACKSON

Abolishing Jim Crow On Street Cars and Busses

DURING THE past forty years the fight to abolish the Jim Crow system on the common carriers of the South has been waged entirely by Negro and white Northerners or by Negro Southerners.

DR. JACKSON

In the years to come it now appears that white Southerners will join this fight and help greatly to overthrow old Jim Crow. Negro and white Northerners in alliance with Negro Southerners may strike blows at the segregation laws forever, but final victory can never come until white Southerners unite with them.

This union has arrived. The sponsorship for action by Southern whites has been taken by the Richmond Times-Dispatch thru its liberal editor, Virginius Dabney.

MOST SIGNIFICANT ADVANCE

The advocating of a repeal of the segregation laws of Virginia as they apply to street cars and buses by the Times-Dispatch is one of the most significant advances of our time. Long have Negroes and liberal Southern whites loked for courageous leadership from some Southern white source, but little did they realize that the beginning of a deliverance from the bondage of segregation would dawn upon them in the year of our Lord 1943.

My father and my uncles spent their days condemning racial segregation, but little did they think that a break in the system would come to their offspring in this day.

Rejoicing is in order over the present turn of events, yet a tremendous amount of labor lies ahead. The advocates of repeal represent only a segment of public opinion in Virginia. Standing aloof on this question or standing in active opposition are a few Negroes and a considerable number of the whites. The advocates of repeal must do, then, what all minority group opinion has had to do in all ages. They must resort to a campaign of education.

LEADERSHIP IN EDUCATIONAL CAMPAIGN

Leadership in a campaign of education has likewise arrived. On Sunday, December 12, 1943, a group of Negroes from all parts of the State met in Richmond and organized the Virginia League for the Repeal of the Segregation Laws. 1-8-44

This organization can be just another organization. It will be a most effective body, however, if the public will follow the plan of action they advise. Among the things they recommend for the public to do are the following: (1) organize a branch of the league in your community, (2) talk personally on this issue with sympathetic white friends and try, if possible, to get them to make public expressions against segregation and enlist other friends for the cause.

(3) Appeal to liberal newspaper editors to write editorials against one form or another of segregation, (4) try to have representatives appear before Rotary, Kiwanis, Ruritan and other such clubs to present the case against the evils of segregation, (5) try to get the Negro and white ministers of your community to make common cause against this evil, and (6) try to find in your district a member of the Virginia Assembly who would be willing to introduce a bill to abolish segregation in any of its forms.

A SOUND PROGRAM

This is the program of the new Virginia League and to me it is a very sound one. Negroes have been complaining about segregation for decades; they may have Jim Crow removed if they only follow the above program of action. If we succeed in building up a strong local opinion against the evils of segregation, then and only then will the law makers in Richmond do anything about it. For them to act before a strong body of public opinion has been aroused would be foolhardy.

In this case, then, as in all others, democracy will function only when the people perform their democratic duties.

Segregation With Equal Facilities Legal, Says ICC

Journal and Guide Norfolk, Va.

WASHINGTON, D. C.—(ANP)—The Interstate Commerce Commission last week ruled that segregation of races on railroad trains, where equal accommodations and services are provided, does not constitute "unlawful discrimination."

The ruling came after 18 Negro seamen filed a complaint against the Atlantic Coast Line railroad, when the ICC said the right of a railroad to maintain rules separating white and Negro passengers had been upheld by court decisions.

The seamen asked that a bold declaration that segregation, "in and of itself, must today be regarded as constituting an unlawful discrimination even in these cases where the Negro, while segregated, is actually furnished with equal facilities and accommodations."

SOCIAL QUESTION

In comment, the commission stated, "What complainants asked to decide is in its essence a social question of inequality of treatment such as is prohibited by Section 3 of the Interstate Commerce Act." Then the commission gave its opinion the segregation with equal facilities is legal.

The whole affair is an outgrowth of a trip from Tampa, Fla., to New York three years ago, when the complainants alleged that the railroad refused to serve them breakfast and dinner in the dining room and that they were allowed to eat lunch in the dining car only after white passengers had completed their meal.

Old Man Jim Crow In Tears Over Wall Of Segregation Pounded In Kentucky

Courier-Pittsburg, Pa.-1-8-44

LOUISVILLE, Ky.—Old Man Jim Crow took a sound walloping in the state of Kentucky recently. A white man rode in a colored train coach, and got away with it, although he was warned time and again by the conductor that "policemen will board the train at the next stop and arrest you."

A Negro man slept in a "white" hotel" and ate at the best restaurants, and when he returned to his home he had no marks to show for his jim crow law-breaking activities.

DELEGATES TEST LAW

Morrero, and the white man, Joseph Sweat, a patrolman, both delegates from the National Maritime Union to a state CIO convention in Ashland, Ky., were determined to test "the constitutionality of the backward and undemocratic jim crow laws of Kentucky."

The story goes back to this city, where the colored man, Freddie

The contractor received shock upon shock, but probably the greatest shock came when Mr. Morrero asked the conductor if he planned sitting in the colored coach. The conductor replied that he was. Mr. Morrero then said "If Brother Joe Sweat hasn't the right to sit here with me in this coach, then you as a white conductor have no right to count your tickets in this coach or sit back here with us either."

"THAT'S DIFFERENT"

The conductor stuttered and swore he would have Mr. Sweat jailed.

When reminded that Negroes and whites sleep in the same Pullman coaches, the conductor said: "Well, that's different."

Other occupants of the coach cheered the two delegates for their democratic stand, and the train porter rushed up and grasped Mr. Sweat's hand.

When the train reached Frankfort, Ky., a detective was waiting, but he didn't bother to enter the coach. At Lexington, three detectives were there, but they couldn't make up their minds to arrest the white man. They satisfied themselves by saying, "He must not be white." 1-1-44

DELEGATE CHEERED

Influential liberals and outstanding newspapers like the Louisville Times and Courier Journal have contributed a great deal toward bringing about better understanding of racial problems, and this plus the strength of the CIO and AFL in the state of Kentucky, are believed to have had some bearing on the reaction of the detectives.

At the convention in Ashland, Ky., Mr. Morrero was cheered as he related these experiences to the delegates. He made it clear in his opening remarks that he was not fighting for his people alone, but for democracy for Negroes and whites.

He was the only Negro delegate to the convention and was elected one of the vice presidents of the Kentucky State CIO.

Mr. Sweat, in writing an account of these experiences in The Pilot, a national paper for maritime workers, said: "The wall of segregation took a tremendous pounding at this convention and it is left with many dents."

Negro Woman Penalized For Bus Disturbance

Negro-Birmingham 6-7-44 A/a.

Alberta Brown, Negro, of Bradford, was given the "limit" in Police Court of a $100 fine and costs and six months jail term by Judge Henry Martin Tuesday afternoon on disorderly conduct charges in connection with a disturbance Monday on a Mount Pinson bus.

Half a dozen white girls, employes of downtown stores here, testified the Negro woman became angry because she could not find a seat on the bus and began using abusive profanity. The Negro woman and several Negro men denied she had been cursing.

JIM CROW BUSSES THE VOGUE BETWEEN PASCO AND HANFORD, WASH. OPERATORS J. C. BOSS FOR POINTS BETWEEN RICHMOND - HANFORD, WN.

Northwest Enterprise
Seattle, Washington
1-5-44

By E. I. R.

Word has reached The Northwest Enterprise of the institution of Jim Crow bus service in the State of Washington.

Busses exclusively for whites and busses for Negroes are being operated between Pasco and Hanford, Wash. Negroes seeking transportation at intermediate points, Richmond to Hanford will not be accommodated unless they sit in a Jim Crow section reserved for them.

Negroes protesteing the advent of Jim Crow in the State of Washington filed their protest with the Rev. Emmett Reed, pastor of Calvary Church, Spokane, president of the NAACP in that city.

The letter of Rev. Reed and protest were turned over to Mr. Prentis I. Frazier, head of the Legal Redress Committee of the Seattle branch of the NAACP to join the Spokane protest.

Rev. F. W. Shorter, pastor of The Church of the People, president of the Seattle NAACP, and the Rev. F. W. Penick, retiring president, have conferred and will call upon every local chapter of NAACP in the state to stand by for immediate legal action.

The protest has gone forward to Gov. Arthur B. Langlie at Olympia.

The following is a photostatic copy of a letter of protest from the Rev. Emmett Reed, pastor of Calvary Baptist Church, and president of the Spokane Chapter of the NAACP, directed to Charles F. Schaeffer, director of the Department of Public Service, Olympia, Wash.

The response of Governor Langlie and the Department of Public Service will appear in our next issue. 1-5-44

Nov. 10, 1943

The Director of Public Service,
State of Washington,
Olympia, Washington.

Gentlemen:

I am hereby calling your attention to an innovation, an attempt on the part of certain elements to impose upon our state rights Jim Crowism. From mouth to ear and by newspaper articles, such a practice is in vogue at Pasco and Hanford. Busses are being operated between Pasco and the DuPont Works at Hanford, Washington that are designated for Negroes (workers at

REV. EMMETT REED

Hanford), and hence barring to Negroes transportation between points from Pasco; namely: Richmond and Hanford, on busses more exclusively operated for white Defense workers at the Du Pont Works, except that they (Negroes) accommodate themselves to such section in said busses as the transportation authorities select for them. As citizens of the State of Washington and desiring to have its laws enforced, irrespective to race, creed or nationality, we deplore such practice as undemocratic, un-American, and wholly in violation of the Rights of the Peoples of this Common Wealth.

We have been advised that the office of the Director of Public Service at Olympia is the proper source to consult concerning this matter; therefore, as citizens of this state, in complete accord with the enforcement of all its laws and exercising unwavering confidence, integrety, vigilance, and courage in the functioning of the duties of your office, we are praying that you may waste no time to investigate these reports that the facts in the case may be approposely determined at the earliest possible convenience. 1-5-44

Respectfully yours,
REV. EMMETT B. REED,
President Spokane
Branch NAACP.

Nobody Is Right Always

Call- Kansas City, Mo.

The tension between white and Negro people on street cars and busses is mounting at a disturbing, but not an alarming, rate. Only a small minority of the people who ride public carriers are involved in the controversies which are being reported in increasing numbers each week. The vast majority of the passengers of both races go to and from their work without seeing, hearing or participating in a dispute.

But although only a few persons of the thousands who ride the street cars daily are affected by this growing racial friction, something should be done to curb the few instances which do occur. 1-28-44

Most of the arguments which have been reported occur over the possession of seats. When workers from war plants board street cars in the evening or early morning after a full day's or night's work, they are tired and irritable, their nerves are on edge and the least unkind word can set off a spark which results in an ugly scene.

There is little that the Public Service company or the public at large can do about this situation. If times were normal, additional cars could be put into operation during rush periods but, the war has made it impossible for the company to obtain more equipment.

The best and only way to curb the growing tension is for the persons who ride street cars and busses to adopt a tolerant instead of a belligerant attitude. Nobody is right all the time. In some of the instances reported to the police and to the N.A.A.C.P., the Negroes involved have been wrong. In other cases, the whites have been wrong. Both white and Negro workers must put forth a special effort to control themselves and to make the best of a bad situation. They should board a car with the attitude, "I'm tired and so is the other fellow. Whatever happens, I'm not going to make an issue of it." In this frame of mind, everyone will reach home more quickly, less tired and less irritable. In better prepared for the next day's work. Everybody wants a major racial disturbance is caused by white war workers who have to have a car to make a living must not be allowed to create disturbances over the conditions they find different from the ones they left down South. Everybody can get along with everyone else if each person will pledge to control his own temper.

and Negro passengers to be separated on street cars. These persons who came into our city to make a living must not

30-1944

JO THOMAS COUNTERS ON R. R. DINER BIAS

Daily World-Atlanta, Ga. 3-14-44

WASHINGTON—(S N S)—Several raidroads have within recent months improvised a curtain arrangement which is adjustable so as to screen Negro passengers behind the first two or the first four seats at one end of the dining car, with railroads operating in the south the only offenders.

It was learned that when white passengers fill up the section of the dining car below the curtain, they are permitted to spill over into the seats behind the curtain, in which event the curtain is drawn.

Of recent date on a Seaboard Air Line train approaching Fredericksburg, Va., Jesse A. Thomas, assistant to the administrator of general services, American Red Cross, entered the dining car of the train, and took a seat at the only table that was unoccupied.

It was stated that Mr. Thomas was then asked if he would mind taking the seat at the end of the car, which would have been behind the curtain when it was opened, but which was then occupied by whites. He refused to move, and inquired of the steward why he should have to sit at the table at the end of the car. The steward replied that it was the law for colored to sit behind the curtain.

Mr. Thomas then pointed out that the white passengers who were beyond the curtain were being served in violation of the law and since the law was being violated to the disadvantage of colored passengers why not violate it once for the convenience of colored passengers and see if "the earth would still bring forth its increase." 3-14-44

After this statement one of the waiters conferred with the steward and Mr. Thomas was immediately served.

LIMITED STOPS FOR JESSE O. THOMAS ADDRESS

WASHINGTON—(S N S)—Jesse O. Thomas, assistant to the administrator of general services of the American Red Cross, through loud speakers and amplifiers, was heard Tuesday by the 35,000 persons employed at the Sun Shipbuilding yards at Chester, Pa. It was said that 15,000 of the total number of persons heard are Negro employees of the company.

The company has made gestures to have all employees make substantial contributions toward the American Red Cross War Fund drive wherein they have offered to match dollar-for-dollar the total amount subscribed by employees, and in the effort to stimulate and inspire the workers Mr. Thomas was asked to come and speak. 3-14-44

Significant about the trip from Washington to Chester for the meeting was the fact that the crack Pennsylvania Limited, which does not make stops at Chester, was ordered to do so for the convience of Mr. Thomas, a splendid gesture within itself. 3-14-44

ICC Jim Crow Ruling Hit by Negro Group

Daily Worker-New York, N.Y. 1-3-44

The National Negro Congress, through its executive secretary, Edward Strong, has scored the Interstate Commerce Commission for its recent decision in dismissing the complaint of 16 Negro seamen who, in June, 1942, were refused dining car service on the Atlantic Coast Line Railroad. Mr. Strong in a letter to the ICC termed its decision "a gross injustice to and flagrant disregard for the rights of American citizens who have risked their lives in service to their country."

Enroute from Tampa, Fla., to New York City, the 16 Negro seamen were refused service in the diner, despite the fact that the New York and Puerto Rico Steamship Co., their employer, had made advance arrangements for the men to receive first-class accommodations at the company's expense. When the seamen's chosen representative tried to make arrangements for the men to be served breakfast in the diner, he was told by the steward that "you kind" could not be served there.

The seamen in their complaint protested the steward's refusing to allow them to stand in line with other passengers to await their turn to be served, and his insisting, instead, upon serving them only as a group. 1-3-44

Mr. Strong termed the railroad's action "a clear case of racial discrimination," adding: "It is unfortunate that an agency of government (the ICC) has aligned itself with the reactionary and discriminatory policies of railroads who, today, by their rejection of the recent FEPC mandate to hire Negroes, are placing racial prejudices above the interests of the war effort."

$1,500 Judgment Given Teacher In Jim Crow Bus Case

Daily World Atlanta, Ga. 2-27-44

SPRINGFIELD, Mo.—(A N P)—A jury last week awarded Miss Maggie Mack, former school teacher here, $1,500 damages in a suit against the Dixie Greyhound Lines Inc. She charged that her civil rights had been violated.

Miss Mack testified that on April 4, 1942, she was slapped in the face by a policeman, summoned by a bus driver, when she failed to move to a rear seat when the bus in which she rode stopped at Steele, Mo., just before crossing the state line into Arkansas.

The jury was instructed to return a verdict in Miss Mack's favor. The amount of damages was left to the jurors' discretion. The school teacher had sued for $5,000 actual and $20,000 punitive damages.

Arrested for Protesting 'Jim Crow' The Worker-New York, N.Y. 4-23-44

Nashville, Tenn.

Editor, The Worker:

A Nashville news item from the Nashville Tennessean (Wednesday, April 12) says:

"Six Pearl High School 'teen aged Negro girls were booked at city jail yesterday afternoon on charges of violating the 'Jim Crow' law, after their arrest and removal from a Jo Johnston Avenue bus."

Notice the "crime" for which they are being tried—"sitting in the 'wrong' section of a bus." They were trying to exercise a very little of that democracy which their Negro soldier friends are fighting for throughout the world.

It would be indeed unfortunate if such a thing should go unnoticed or be matter of factly treated.

3 Sue Railroads For Jim Crowism

PM-New York, N.Y. 5-10-44

Penalties of $7500 for Jim Crow practices in dining cars on two southern railways have been asked in complaints filed with the Interstate Commerce Commission.

The complaints, each asking $2500 damages for alleged violation of the Interstate Commerce Act, were filed by John Le Floure and Alfred Creshon, both Negroes, of Mobile, Ala., and Yolande Barnett, of New York. 5-10-44

The latter, whose race the United Press did not specify, charged that she was not permitted to take an empty seat in the Jim Crow section of a Texas Pacific Railway diner last Feb. 11 between St. Louis and Dallas.

The Negroes asserted they were refused service in a dining car on the Gulf, Mobile, and Ohio Railroad between Meridian, Miss., and Mobile June 27, 1943, although seats were available.

Negro Denied Damages Against G., M. & O. Road

Advertiser-Montg. Ala. 5-19-44

WASHINGTON, May 18 (AP)—The Interstate Commerce Commission held today that Elmer W. Henderson, negro who charged the Southern Railway Company failed to serve him in a dining car, had been "subjected to undue and unreasonable prejudice and disadvantage," but held, in dismissing his complaint, that he was not entitled to damages.

Henderson alleged he was refused service in the dining car on a trip from Washington, D. C., to Atlanta, Ga., and complained of unfair use of curtains around tables usually reserved for negroes. 5-19-44

ICC said it was the company's practice for many years to serve meals to passengers of different races at different times but that because of "increased traffic it recently had reserved end tables for negroes, curtaining off the tables. If no negroes appeared, white passengers were seated there.

Negro 'Y' Worker Sues Railroad

Daily Worker New York City, N.Y.

Charging that she was wrongfully excluded from the dining car and subjected to humiliating treatment, Yolanda Barnett, Negro staff member of the YWCA National Board, brought suit yesterday against the Texas and Pacific Railway Company.

The case, which has the full backing of the National Board of the YWCA, has been submitted to the New York County Supreme Court.

Miss Barnett was a Pullman passenger on the "Sunshine Special," travelling between St. Louis, Missouri, and Dallas, Texas, when the incident occurred. She was on official business for the YWCA.

Miss Barnett claimed that while the train was in the State of Texas, she entered the diner but was refused service by the railroad employees, although space was available in that part of the diner set aside for Negro passengers. She was expelled from the diner with a boisterous show of force, she stated.

YWCA PROTESTS

The National Board of the YWCA protested this insult in a letter to the railway company. 3-30-44

"This incident, involving the humiliation of one of our staff members," the letter said, "is not only an affront to the National Board, but will be of concern to our whole YWCA when the facts are known. Ours is an inter-racial organization and we include in our constituency of over three million, many thousands of women and girls who are members of minority groups."

Miss Barnett, who was born in Louisville, Kentucky, is a B.S. and M.A. of Ohio State University. She taught school for several years in Louisville.

Negro to Sue R. R. in South

PM-New York, N.Y. 3-29-44

Yolanda Barnett, executive staff member of the national board of the YWCA, 600 Lexington Ave., has served notice on the Texas and Pacific Railroad Co. that she intends to sue for $5000 for being allegedly ejected from a dining car of the railroad because of race bias.

According to the notice filed in Supreme Court and answerable Apr. 11, Miss Barnett charges the railroad with assault and violation of the civil rights law.

While traveling on business between St. Louis and Dallas, aboard the line's Sunshine Special, she went into the Jim Crow dining car, she declares. Though there were many empty seats in the white and the Jim Crow sections, she went to the Negro end of the car and, she says, was refused service because two white people happened to be sitting there.

Miss Barnett charges she was ejected by a conductor who used "a boisterous show of force" and who subjected her "to rough and humiliating treatment."

When she told the YWCA's national board about the situation it decided to back her in her fight against the T. & P., appointing a committee to assist her, and obtaining the legal services of Osmond K. Frankel.

ODT Told Negro Travel Creates Serious Problem

Defender-Chicago, Ill. 1-1-44

WASHINGTON, D. C.—(ANP)—Two facts stand out in the report on wartime passenger travel prepared by the Office of War Information and released on Saturday. They are: the kin of Negro service men present a serious problem of housing when they visit cantonments; and, further increases in passenger travel in 1944 are foreseen which will put a heavier strain on railroad transportation facilities and aggravate the problem of visit cantonments; American Railroads, and other increases in passenger transportation groups. "A serious and delicate problem is the one of traveling 'GI' wives, children and babies," says the re-

port. "Brides want to spend some time with their husbands before their departure overseas or transfer to another station; young mothers want to give soldier fathers a few days' acquaintanceship with their offspring, or want to settle down near their husbands in camp.

"One of the most serious problems in cantonment areas is finding room for Negroes. Because in most communities the local Negro population lives under already overcrowded conditions, it is not easy for a Negro family to make way for a stranger." 1-1-44

The report goes on to say that "manpower shortage continues" and terminal and servicing facilities are limited. "Railroads are handling today's vastly increased traffic . . . nearly one-third fewer employees than they had in the last war."

Joseph D. Eastman, ODT director, predicts that 1944 will see a still further increase in total military and civilian passenger-mileage of about 15 per cent over 1943. ODT believes that one out of every five trips by rail travel in 1943 was unnecessary, and about one out of every three trips.

Barred From Train, He Sues Railroad

Daily World-Atlanta, Ga 5-23-44

WASHINGTON — (NNPA — A complaint against the Rock Island Railroad Co., alleging he was prevented from riding a passenger train from Amarillo, Texas, to Memphis, Tenn., because of his race, was filed before the Interstate Commerce Commission here by North D. Hayes of Stockton, Cal., this week.

Mr. Hayes seeks damages of $2500, and asked the commission to direct the railroad to "cease and desist" from its alleged violation of ICC laws.

He says he bought a round trip, first-class ticket from Stockton to Memphis and rode the Santa Fe to Amarillo. When he went to the Rock Island station to board the company's "Rocker" train, he and six other Negroes were refused entrance by the conductor. They were told by a ticket agent that the train was reserved for whites and that they would have to take a local. He had to side in the smoker on the local, at the insistence of the conductor.

Jim Crow in Reverse

Afro-American-Baltimore, Md. 1-1-44

Story of White Man Who Wouldn't Leave Colored Coach

A smashing blow was struck at Kentucky's vicious jim-crow laws recently by two labor leaders.

To Fred Morrero, colored, and Joe Sweat, white, go the credit for sticking together despite threats of bodily violence from railroad detectives and of overcoming jim crow in reverse.

These two men were National Maritime Union delegates to a CIO convention in Ashland, Ky. They boarded a train at Louisville, where they were exposed to station signs which read, "For Whites Only," and "For Negroes Only."

White Man Ordered Out

The railroads have separate coaches for white and colored passengers. Nevertheless, Morrero and Sweat sat together in the colored coach.

The conductor, finding a white man there, told him: "You'll have to get out of here. This coach is for colored people only."

Joe Sweat replied that he and his brother delegate had a great deal in common and had lots of things to talk about that were to come up on the convention floor.

Discussion Futile

This line of reasoning did not appeal to the conductor, who insisted that he leave or be thrown out of the coach.

The colored delegate, Morrero, noticed that the conductor had his equipment in the seat across the aisle, so he asked him whether he was going to sit there. He said that he was. To which Morrero said:

"If this man hasn't the right to sit here with me in this coach, then you, as a white conductor, have no right to count your tickets in this coach or sit back here with us either."

The conductor began swearing and said that he was going to have Sweat put in jail at the next station for breaking the jim-crow laws of the State. Then he left the coach. 1-1-44

No Other Objection

Meanwhile, all this arguing had drawn the attention of the other passengers. Morrero got up and asked them if they would permit his brother delegate to sit in the same coach, even if he were white. They all applauded and answered in the affirmative.

Just then a colored porter rushed in and grabbed and shook Joe Sweat's hand and congratulated him on the stand he took with the conductor. He had been standing at the end of the coach and heard the whole discussion.

He said that if anything happened, he would see to it that the NAACP got him a lawyer.

Soldiers Speak Out

There were a few soldiers in the coach and they all told how much they loved their country and were willing to fight for it, but how much they hated jim-crow practices.

The train pulled in at Frankfort, Ky. Joe Sweat was called to the platform and a detective was pointed out to him. This detective had ignored the conductor's exclamations about coming and getting Sweat.

Cops Show Yellow Streak

He had a lariat—a leather lasso which is placed over the body and draws the arms tightly to the sides. He called the white delegate all kinds of vile names but evidently was afraid to come aboard the train.

The train pulled out again. The conductor came through the coach.

"Where is the man who was going to arrest me?" Sweat asked him.

"Don't worry," the conductor replied. "There'll be somebody waiting for you at the next stop, Lexington." 1-1-44

The train arrived at Lexington. On the platform were three detectives. The conductor told them that "that white man had all those 'n-----s' in the coach on his side."

3 Others Afraid

A detective said, "Well, I don't believe he is a white man, but if he is, we ought to go in and beat him black."

Nevertheless, they didn't board the train.

Another detective said that Sweat's mother must have been a "damn 'n----r.'"

All three of them then began calling him dirty names and cursing him. But they still were afraid to venture into the coach.

Evidently, what the conductor had told them about the attitude of the colored passengers scared them.

Morrero Wins Acclaim

Again, the train pulled out and proceeded on its way to Ashland, the destination of the two delegates.

At the convention, Fred Morrero was the only colored delegate. He received the biggest ovation when he related both his and his white friend's experiences on the train. He made it clear that he was fighting not only for his people but for democracy for colored and white.

He was honored by being elected one of the vice presidents of the Kentucky CIO.

Southern Railroad Hit In Suit by Dr. Jernagin

Call-Kansas City, Mo. 1-28-44

WASHINGTON.—(ANP)—An application was made to the attorney general of the United States last week by Atty. Richard E. Westbrooks, a Chicago lawyer, in behalf of Dr. William H. Jernagin against the Southern Railway company, based on charges that Dr. Jernagin was forcibly ejected from the train at Lynchburg, Va., last Nov. 4, because he refused to ride in a second class jim crow coach after paying first-class fare.

Dr. Jernagin, an interstate passenger, purchased his ticket in Philadelphia and was en route to Greensboro, N. C., when he was ordered to take a seat in one of the coaches that had been assigned by the Southern Railway company to colored people in keeping with racial discriminatory laws of the vari southern states. These jim crow coaches are said to below the requirements of the first class accommodations purchased by Dr. Jernagin.

"If democracy is to be sustained and the constitution and laws made pursuant thereto are to be upheld, such palpable and unjust discrimination against American citizens, travelling in insterstate commerce must be vigorously prosecuted whenever and wherever found," declared Atty. Westbrooks." 1-28-44

"It should be of no consequence that the criminals are powerful railroad corporations or whether they be citizens without money and without power, an equal enforcement of the law against all criminals consonance with the oath of office of the executive administrators of the law.

"Thousands of American citizens of color are sacrificing their lives and their all for democracy abroad," continued Westbrooks in telling of his determination to prosecute the railroad company. "Can this great United States fail to preserve democracy at home?" 1-28-44

Recognized as one of the country's outstanding Baptist leaders, Dr. Jernagin's experience with the jim-crow laws of the south is just another example of the abuse of state's rights, the legal yoke employed by southern states to persecute colored citizens, a famous lawyer declared in commenting on the humiliation suffered by the renowned minister.

Barred on Diners, Negroes Ask ICC Aid

Journal-Atlanta, Ga. 5-10-44

WASHINGTON, May 10.—(AP)—Three Negroes filed complaints with the Interstate Commerce Commission Tuesday charging that two Southern railroads refused to serve them in dining cars.

Contending the alleged action violated I. C. C. regulations, the three asked $2,500 damages each, and requested that the commission direct the railroads to desist from such action.

John L. LeFlore and Alfred S. Crishon, both of Mobile, Ala., alleged the Gulf, Mobile and Ohio Railroad Company refused to sell them Pullman space from Meridian, Miss., to Mobile last June 26. They said they purchased coach tickets, and during the trip were refused service repeatedly in the dining car "although ample space was available."

In a separate action, Yolanda Barnett, of New York City, said she was refused service in the dining car of a Texas and Pacific Railway Company train while traveling in Texas, although the diner on this train had a section set aside for Negroes, and space was available.

30-1944

Jim Crow Dining Car

Race Woman Suing Railroad; Was Ejected From Jim Crow Dining Car

Weekly Review - B'ham, Ala.

NEW YORK— (C) — Mrs. Yolanda Barnett, an executive staff member of the national board of the YWCA, has served notice on the Texas and Pacific Railroad Company in the Supreme Court that she intends to sue the Railroad for $5,000 for being ejected from a dining car while traveling on business between St. Louis and Dallas. April 8- 1944

Miss Barnett says that while she was riding on the line's Sunshine Special, she went into the jimcrow dining car. There were many empty seats in the white and Jimcrow sections, she took a seat at the Negro end of the car. But she says, she was refused service, because there were were two white men sitting there. What's more the conductor subjected her to "rough and humiliating treatment."

The YWCA National Board is backing her in the suit by appointing a committee to help her and obtained Ossmond K. Frankel as her lawyer.

30-1944

Mississippi

Pass New Dixie Segregation Law

Defender - Chicago, Ill. 7-8-44

JACKSON, Miss. — (ANP) — In spite of the great wartime rush when unnecessary evils are being curbed for defense, Mississippi state legislators took time out recently to effect a new law which makes an old jim crow law more discriminatory in its practice.

Last week it became a misdemeanor, punishable by a $25 fine or 30 days in jail, or both, for a Negro to even attempt to ride in the white person's section of a passenger bus in Mississippi. The new law likewise states that whites will be fined for attempting to ride in the Negro compartment of these public conveyances.

The new law says that an appropriate sign 4 by 9 inches must be used to separate the races, and "all other busses and motor vehicles carrying passengers for hire in the state of Mississippi shall use a latticed movable partition extending from the top of the seat to the ceiling of the vehicle, not to obstruct the view of the driver—to secure such separate accommodations." The state public service commission recently advised, by letter, all public carriers concerning the provisions of the new act.

30-1944

Missouri

Bus Driver Fails in Kansas City Segregation Try

Mo.

Asks Negroes To Sit Together

12-1-44

When eight Negro women boarded an Overland Greyhound bus at the Greyhound bus station in Kansas City, Monday morning, the bus driver asked "all you colored ladies to please sit together because you take up too much of the bus."

Seven of the women were on their way to Parkville, Mo., where they are employed at Park college. E. 19th St., was en route to Platte City where she is the teaching bus to Parkville and Platte City every morning and return with the same driver in the afternoon. Most of them have been daily passengers for two or three years. They buy commutation tickets, each spending $14.28 a month for fares. Mrs. Moore has taught at principal at the Dunbar school. The women ride the 7 o'clock Platte City for three years and goes by bus every day, which means that she has spent more than $500 in bus fare with the company.

Monday was the first time that the women have been asked to "sit together." One woman moved at the bus driver's request but the others remained where they were seated.

Report Incident

When the bus reached Parkville and seven of the women got off, the bus driver again told the women that he would appreciate it if "you colored ladies would sit together" whenever they rode the bus.

Resenting the attempt to segregate them in Missouri where there is no jim-crow law, the women reported the incident to J. H. Larson, terminal superintendent, when they returned to the The eighth, Mrs. Ruth Moore, 2010 Greyhound station Monday afternoon.

Larson told THE CALL yesterday that the bus companies reserved the right to seat their passengers but that race was not a factor in the seating. He said that sometimes when family groups boarded the bus and wanted to sit together on a long trip, other passengers were reseated to accommodate them. White passengers as well as Negroes, he said, often were reseated. He said that the busses had no policy of segregation because of race.

Superintendent to Investigate

Larson said that he had referred the matter to V. L. Watkins, superintendent of the Overland Greyhound Lines. Larson said that the bus terminal is merely the selling agency for 10 different bus lines which use the terminal and that the various bus lines are responsible for operation of the busses.

Watkins told THE CALL that the bus driver had had no instructions from any representatives of the Overland Greyhound lines to segregate passengers because of race and that he would investigate the matter.

In the meantime, the women are still riding the bus daily to Parkville and Platte City and have had no further instructions from the bus driver to "sit together."

The women who made the complaint to Larson are Mrs. Moore, Mrs. Sallie B. Houston, wife of Rev. P. J. Houston, 319 Oakland Kansas City, Kas.; Mrs. Louise Johnson, Mrs. Bessie Mae Winn, Mrs. Lillie Kettling and Mrs. Izella Moore. All have worked at Park college for some time.

A few days after the protest was lodged with the bus company, the driver apologized to the women and asked them to forgive and forget the incident as he was all upset that morning.

30-1944

New York

NEWS *ettes*

By S. W. GARLINGTON

Transit's Jim Crow Bus

The soldier from Down South stopped and looked around as he walked along Fifth Avenue near 59th Street. "I really wouldn't have believed it, but there it is in front of my eyes—a good old Jim Crow bus in New York City!" He was looking at a "No. 2" Fifth Avenue double-decker bus Harlem-bound, headed up Fifth Avenue. A bystander heard him talking to himself and tried to straighten out the GI. "That bus," he said, "runs through the heart of Harlem and since this is the rush hour, only persons presumably going there are aboard that one."

"But there's one marked 'No. 3'," exclaimed the GI, bewildered as he saw another uptown bus packed with Negroes heading uptown. "That bus runs through another section of Harlem," the bystander added. "It really isn't Jim Crow," he continued "it really isn't. It just happens that most of Manhattan's Negroes live in Harlem and those two buses go through Harlem."

"Well," drawled the soldier, looking at a bus marked "No. 4" and going the same direction of the "No. 2" and "No. 3," "where does that one go? I see it's loaded down with whites."

"Errrrr," muttered the informer, "that's a Riverside Drive bus. It doesn't go through Harlem. It skirts the entire area. The people on it don't live in Harlem."

30-1944

Pennsylvania

Greyhound Continues To Jimcro Negroes

The People's Voice N.Y., 12-2-44

PHILADELPHIA—The Philadelphia **People's Voice** has registered formal complaint with the local Greyhound Bus Lines, because of their persistent habit of forcing Negro passengers to occupy back seats even when tickets assigned to them are numbered for the front. This action is the result of observation by PV representatives, further verified by porters and red-caps who were queried by PV at the Broad st Greyhound Terminal.

"It is very rare," said one redca p. "that we see colored people seated in a front seat on a Greyhound bu. Almost always they have seat No. 24 or over. If I were going north or south I would go by National Trailways or Quaker City. These lines don't care where you sit."

BUM'S RUSH

"Even Negro passengers who phone for their tickets and let on they are white, get the bum's rush" stated a Negro porter. "The operators hee ae suspicious of certain calls and they will assign huch a caller to a rear seat even tho they only guess that he is colored.. Another way they have of getting around the telephone buyer is to insist that he come to the window to get his ticket. Then when they discover he is a Negro they inform him that there is nothig ut a rear seat available.' nthing but a rear seat available."

PV was informed that Greyhound ecen changes assignments made over the phone to Negroes. If the seats assigned were up front they are changed to the rear when the color of the passenger's skin is ascertained. A PV reporter took up the matter with Greyhound's local representative.

OFFICIAL PASSES BUCK

"Colored passengers are not purposely seated in rear sets of Greybound buses," contended Bernard McQuire, terminal manager of Greyhound Lines, Inc., Broad Street Station Terminal. "The practice of assigning Negro passengers to rear seats, which you complain about," he continued "is probably due to some personal feeling of a ticket agent who is employed by the Pennsylvania Railroad but who is hired by us for this service."

"We are not responsible for this practice and want it abolished. We are now providing our own agents. I want you to know that bus drivers who promote this practice in Philadelphia of placing Negro passengers in the rear of our buses when the ticket assigned states that he has a front seat will, under justifiable and proved complaint, lose the quarter cent a mile bonus, and will be fired if they persist. Our lines conform to all state laws."

Virginia Jim Crow Law Must Apply Equally to All

Afro American Car — Baltimore, Md.
7-8-44

Ruling Handed Down by Supreme Court in Reversing Fine of School Teacher

RICHMOND — The State Supreme Court decision last week at Wytheville in a case involving the Commonwealth's jim crow law did not remove any of the disadvantages imposed on colored citizens by the statute.

Reversing and dismissing a $5 fine levied in a Norfolk Corporation Court against Mrs. Sarah B. Davis, wife of a soldier and teacher in the Norfolk school system, the court ruled that bus drivers and street-car operators must enforce the jim crow law in the instance of white as well as colored passengers.

The court tacitly upheld the constitutionality of the law and failed to rule on the contention raised by Mrs. Davis that the law did not apply to carriers operating on city streets and alleys.

Took Only Vacant Seat

Heavily laden with packages, the school teacher boarded a bus last summer in Norfolk and took the only seat available between two white men in the front of the bus.

She was arrested when she allegedly refused to move to the rear at the direction of the driver and found guilty in court for violating the segregation statute.

Mrs. Davis contended that the driver ordered her to move to the rear but refused to direct white passengers sitting in the back to move forward.
7-8-44

Two Justices Dissent

The opinion of the high court, written by Justice John W. Eggleston, with Justices Henry W. Holt and Edward W. Hudgins dissenting, held that Mrs. Davis was innocent of any violation of the segregation law because the driver attempted to enforce the law in a "discriminatory manner."

"It is necessary to the validity of the segregation statutes," the opinion said, "that there be no discrimination either in their terms or in their enforcement.

'Equality of Treatment'

"There must be 'substantial equality of treatment' as well as substantial equality of facilities furnished. A statute which permits inequality of treatment to members of the two races would be plainly invalid."
7-8-44

The opinion asserted that the driver made an effort to enforce the law against Mrs. Davis, a colored person, without enforcing it against a white person. He was not authorized to do this, the opinion said, adding:

"The operator of the bus by virtue of his employment and duty imposed on him by the statute occupies a position where in dealing with the public a high degree of discrimination and fairness is required of him.

Driver Should Take Lead

"He should follow both the letter and spirit of the law in taking the lead in explaining the situation and in directing its peaceful adjustment. Not only is the duty imposed upon him to provide a seat or space for each passenger but he is the only authority to take such action and direct its course."
7-8-44

Dissenting, Justice Holt wrote that Mrs. Davis was not trying to escape the $5 fine, which either she or her husband could easily have paid, and commented:

"Assault on Statutes"

"It is really an assault upon the segregation statutes themselves and, in substance, a request that they be emasculated; or, as the dictionary puts it, be 'whittled away' by interpretation."

Justice Hudgins read into the majority's opinion the implication that bus drivers must ask whites to conform to the law before approaching colored. This, he considered as "obnoxious" as if it were the other way around.

Tightening The Segments Of Segregation

Journal & Guide — Norfolk, Va.
5-20-44

THE City Council of the small but cultured city of Hampton, Virginia, passed on first reading last week an ordinance, the declared purpose of which is to speed-up service, but the real purpose of which is to tighten the loosening segments of segregation, which have been coming apart under the terrific pressure upon all forms of transportation during these war-times.

The ordinance starts out to speed-up service by requiring that all street cars shall be operated by a motorman and a conductor—a two man crew—doing away with the one-man street car.
5-20-44

The next requirement is that all passengers — white and colored — must enter the car by the rear door, but that white passengers must make their exit from the front door, and that colored passengers must leave the car from the rear door.

That brilliant segment of segregation is one of the original parts which was lost partially when the one-man operated street cars and buses came into use.

When the motorman and the conductor are welded into one person, both white and colored people enter the front door, although on most of these units it was contrived to have the colored people make their exit from a mechanically operated rear door.
5-20-44

But segregation of the races was never meant merely to separate. Without some obvious, visible segments, that affronted colored people and did violence to their self-respect, while at the same time bolstering the bigotry and the conceit of white people of little understanding, segregation laws would not do what they were intended to do.

So, they figured out in the street car situation that a colored person could not leave the car from the front door, no matter how difficult it would be for one to leave from the rear door. An adamant, glowing little bigot of a motorman would hold the car fifteen minutes, if necessary, before he would permit a colored person to leave by the front door. But the law was never enforced as to whites leaving from the rear. When one wanted to make his exit that way he did so. But as to Negroes the law was inviolate. Not for any good reason, such as expediting traffic, but for the sole lunitic fringe planning that to publicly make a show of compelling colored passengers to leave through the rear door a positive plan for "showing" colored people that they were inferior to other people was being consciously carried out with much ado.
5-20-44

Take this element out of segregation and it would fall flat. Take out of segregation the evil spirit of bigotry and barbarism with which its enforcement has always been characterized, and a majority of the white people would not want it. Indeed, if segregation could be enforced without affording them an exhibition of sadism, it would lose its meaning.

That is why segregation, as presently enforced, will forever keep the colored people's hearts filled with bitterness and resentment, and forever cause interracial troubles, which will forever retard progress in any direction.
5-20-44

Segregation on trains, street cars and buses in the South, is now the most heart-rending thing that Negroes have to bear. No colored person with the average human sensibilities can travel anywhere at anytime without being humiliated. Southern segregation in transportation is today the most inhumane thing practiced upon any minority people in the world, except the wholesale murder of minorities by the Hitlerian rulers of Europe. While these minorities are being murdered in the flesh, American Negroes are being murdered in the spirit.